

# NACOmatic

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**Contact:**

Doug Ranz

248-318-0011

[NACOmatic@hotmail.com](mailto:NACOmatic@hotmail.com)

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INSTRUMENT APPROACH PROCEDURE CHARTS

**A IFR ALTERNATE AIRPORT MINIMUMS**

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

**NAME ALTERNATE MINIMUMS**

**ASHLAND, KY**

ASHLAND RGNL ..... **RNAV (GPS) Rwy 10<sup>1</sup>**  
**RNAV (GPS) Rwy 28<sup>1</sup>**  
**VOR Rwy 10<sup>2</sup>**

NA when local weather not available.

<sup>1</sup>Category C, 900-2½; Category D, 900-2¾.

<sup>2</sup>Categories A, B, 1000-2; Categories C, D, 1000-3.

**BOWLING GREEN, KY**

BOWLING GREEN-WARREN  
CITY RGNL ..... **RNAV (GPS) Rwy 3**  
**RNAV (GPS) Rwy 21**  
**VOR-A**

NA when local weather not available.

**BRISTOL-JOHNSON-KINGSPORT, TN**

TRI-CITIES  
RGNL TN/VA ..... **ILS or LOC Rwy 5, 900-2¾**  
**ILS Rwy 23, 1000-3**

NA when control tower closed.

**CHATTANOOGA, TN**

LOVELL FIELD ..... **ILS or LOC Rwy 2<sup>12</sup>**  
**ILS or LOC Rwy 20<sup>12</sup>**  
**RADAR-1<sup>34</sup>**  
**RNAV (GPS) Rwy 2<sup>35</sup>**  
**RNAV (GPS) Rwy 15<sup>16</sup>**  
**RNAV (GPS) Rwy 20<sup>57</sup>**  
**RNAV (GPS) Rwy 33<sup>13</sup>**  
**VOR Rwy 33<sup>13</sup>**

<sup>1</sup>NA when control tower closed or when local weather not available.

<sup>2</sup>ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.

<sup>3</sup>Category D, 800-2½.

<sup>4</sup>NA when control tower closed.

<sup>5</sup>NA when local weather not available.

<sup>6</sup>Category C, 800-2½; Category D, 800-2½.

<sup>7</sup>Categories A,B,C, 800-2½; Category D, 800-2½.

**NAME ALTERNATE MINIMUMS**

**CLARKSVILLE, TN**

OUTLAW FIELD ..... **RNAV (GPS) Rwy 35**  
NA when local weather not available.

**COVINGTON, KY**

CINCINNATI/NORTHERN KENTUCKY  
INTL ..... **ILS or LOC Rwy 9**  
**ILS or LOC Rwy 18C**  
**ILS or LOC Rwy 18L**  
**ILS or LOC Rwy 18R**  
**ILS or LOC Rwy 27**  
**ILS or LOC Rwy 36C**  
**ILS or LOC Rwy 36L**  
**ILS or LOC Rwy 36R**

ILS, Category D, 700-2.

**COVINGTON, TN**

COVINGTON MUNI ..... **RNAV (GPS) Rwy 1**  
NA when local weather not available.

**DYERSBURG, TN**

DYERSBURG RGNL ..... **RNAV (GPS) Rwy 4<sup>1</sup>**  
**RNAV (GPS) Rwy 22<sup>1</sup>**  
**NDB-A<sup>2</sup>**  
**VOR-A<sup>1</sup>**  
**VOR /DME Rwy 4<sup>1</sup>**

<sup>1</sup>NA when local weather not available.

<sup>2</sup>NA when FBO closed or local weather not available.

**ELIZABETHTON, TN**

ELIZABETHTON MUNI ..... **RNAV (GPS) Rwy 6**  
NA when local weather not available.  
Categories A,B, 1700-2; Category C, 1700-3.

**FRANKFORT, KY**

CAPITAL CITY ..... **RNAV (GPS) Rwy 6**  
**RNAV (GPS) Rwy 24**  
NA when local weather not available.



NAME ALTERNATE MINIMUMS

**OWENSBORO, KY**

OWENSBORO-DAVIESS

COUNTY ..... ILS or LOC Rwy 36<sup>1</sup>  
RNAV (GPS) Rwy 36<sup>3</sup>  
VOR or GPS Rwy 18<sup>3</sup>  
VOR Rwy 5<sup>2</sup>  
VOR Rwy 18<sup>3</sup>  
VOR Rwy 36<sup>3</sup>

NA when control tower closed.

<sup>1</sup>ILS, Category C, 800-2; Category D, 800-2½.

LOC, Category D, 800-2½.

<sup>2</sup>Category C, 800-2½; Category D, 800-2½.

<sup>3</sup>Category D, 800-2½.

**PADUCAH, KY**

BARKLEY RGNL ..... ILS or LOC Rwy 4<sup>1</sup>  
RNAV (GPS) Rwy 4  
RNAV (GPS) Rwy 22  
VOR Rwy 4

NA when local weather not available.

<sup>1</sup>NA when tower closed.

**PRESTONSBURG, KY**

BIG SANDY RGNL ..... RNAV (GPS) Rwy 21  
NA when local weather not available

**ROCKWOOD, TN**

ROCKWOOD MUNI ..... RNAV (GPS) Rwy 22  
VOR/DME Rwy 22

NA when local weather not available.

**SHELBYVILLE, TN**

BOMAR FIELD-  
SHELBYVILLE MUNI ..... RNAV (GPS) Rwy 18  
RNAV (GPS) Y Rwy 36  
RNAV (GPS) Z Rwy 36<sup>1</sup>  
VOR Rwy 36

NA when local weather not available.

<sup>1</sup>Category C, 800-2½; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

**SMYRNA, TN**

SMYRNA ..... ILS Rwy 32<sup>13</sup>  
NDB Rwy 32<sup>12</sup>  
RNAV (GPS) Rwy 14<sup>2</sup>  
RNAV (GPS) Rwy 32<sup>2</sup>  
VOR/DME Rwy 14<sup>2</sup>  
VOR/DME Rwy 32<sup>2</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>ILS, Category D, 700-2.

**SOMERSET, KY**

LAKE CUMBERLAND

RGNL ..... ILS or LOC/DME Rwy 5<sup>1</sup>  
RNAV (GPS) Y Rwy 5<sup>2</sup>  
RNAV (GPS) Z Rwy 5<sup>2</sup>  
RNAV (GPS) Rwy 23<sup>3</sup>

NA when local weather not available.

<sup>1</sup>ILS, Category A, 700-2; Category B, 800-2;

Category C, 800-2½; Category D, 900-2¾.

LOC, Category C, 800-2½; Category D, 900-2¾.

<sup>2</sup>Category C, 800-2½, Category D, 900-2¾.

<sup>3</sup>Category C, 800-2½, Category D, 800-2½.

**UNION CITY, TN**

EVERETT-STEWART ..... RNAV (GPS) Rwy 1  
RNAV (GPS) Rwy 19

NA when local weather not available.

**WILLIAMSBURG, KY**

WILLIAMSBURG-WHITLEY

COUNTY ..... RNAV (GPS) Rwy 2<sup>1</sup>  
RNAV (GPS) Rwy 20  
VOR/DME Rwy 20<sup>2</sup>

NA when local weather not available.

<sup>1</sup>Categories A, B, 1300-2; Categories C, D, 1300-3.

<sup>2</sup>Category D, 900-3.

# RADAR INSTRUMENT APPROACH MINIMUMS

**CAMPBELL AAF (KHOP), (FORT CAMPBELL ), KY (Orig 08353 USA)**

**RADAR<sup>11</sup> - (E) 134.350x 237.5x 395.9x 258.3x 290.9x ▽ ELEV 572**

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
<b>RADAR-1<sup>13</sup></b>						
ASR	5 <sup>1 4 8 10</sup>		ABC	940-1	384	(400-1)
			DE	940-1¼	384	(400-1¼)
	23 <sup>5 9 10</sup>		AB	980/40	408	(500-¾)
			CD	980/50	408	(500-1)
			E	980/60	408	(500-1¼)
<b>CIR<sup>12</sup></b>	5-23		A	1020-1	448	(500-1)
			B	1040-1	468	(500-1)
			C	1040-1½	468	(500-1½)
			DE	1140-2	568	(500-2)
<b>RADAR-2</b>						
PAR	5 <sup>1 2 3 4</sup>	3.0/50/941	ABCDE	756-¾	200	(200-¾)
	23 <sup>2 3 5</sup>	3.0/55/1143	ABCDE	772/40	200	(200-¾)
	36 <sup>1 3 6 7</sup>	3.0/45/814	ABC	808-1	250	(300-1)

<sup>1</sup>Apch not auth when R-3701, R-3702A in use. <sup>2</sup>FAF 4.9 miles from threshold. <sup>3</sup>Glideslope intercept altitude 2200. <sup>4</sup>Final approach course 045. <sup>5</sup>Final approach course 225. <sup>6</sup>FAF 5.0 miles from threshold. <sup>7</sup>Final approach course 360. <sup>8</sup>Recommended altitude 4 miles: 1880, 3 miles: 1560, 2 miles: 1240. <sup>9</sup>Recommended altitude 4 miles: 1880, 3 miles: 1580, 2 miles: 1260. <sup>10</sup>FAF 5.0 miles from threshold, minimum altitude 2200. <sup>11</sup>Lost Comm: As directed by ATC on initial contact. <sup>12</sup>Circling NA SE of Rwy 5-23.

## Missed Approach:

Rwy 5: Climb to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.

Radar Missed Approach: Climb to 2200 for radar vectors.

Rwy 23: Climb to 1200, then climbing right turn to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.

Radar Missed Approach: Climb to 2200 for radar vectors.

Rwy 36: Climb to 1200, then climbing right turn to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.

Radar Missed Approach: Climb to 2200 for radar vectors.

<sup>13</sup>Radar Missed Approach: Climb to 2200 for radar vectors.

# RADAR INSTRUMENT APPROACH MINIMUMS

## CHATTANOOGA, TN

Amdt. 9, OCT 27, 2005 (FAA)

ELEV 682

### LOVELL FIELD

RADAR- 125.1 379.1 ▽ ▲

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	2		AB	<b>1140</b> /24	458 (500-½)	C	<b>1140</b> /40	458 (500-¾)
			D	<b>1140</b> /50	458 (500-1)			
	20		AB	<b>1260</b> /24	587 (600-½)	C	<b>1260</b> /50	587 (600-1)
			D	<b>1260</b> /60	587 (600-1¼)			
	33		AB	<b>1340</b> -1	669 (700-1)	C	<b>1340</b> -1¼	669 (700-1¼)
			D	<b>1340</b> -2	669 (700-2)			
CIRCLING			AB	<b>1340</b> -1	658 (700-1)	C	<b>1340</b> -1¼	658 (700-1¼)
			D	<b>1460</b> -2½	778 (800-2½)			

When control tower closed, procedure not authorized.

## KNOXVILLE, TN

Amdt. 22, MAY 12, 2005 (FAA)

ELEV 981

### MC GHEE-TYSON

RADAR- 123.9 360.8 ▽ ▲

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	5R		AB	<b>1420</b> -1	461 (500-1)	C	<b>1420</b> -1¼	461 (500-1¼)
			D	<b>1420</b> -1½	461 (500-1½)	E	<b>1420</b> -1¼	461 (500-1¼)
	5L		AB	<b>1420</b> /24	467 (500-½)	C	<b>1420</b> /40	467 (500-¾)
			D	<b>1420</b> /50	467 (500-1)	E	<b>1420</b> /60	467 (500-1¼)
	23R		AB	<b>1520</b> /40	539 (600-¾)	C	<b>1520</b> /50	539 (600-1)
			D	<b>1520</b> /60	539 (600-1¼)	E	<b>1520</b> -1½	539 (600-1½)
	23L		AB	<b>1520</b> -1¼	555 (600-1¼)	C	<b>1520</b> -1½	555 (600-1½)
			D	<b>1520</b> -1¼	555 (600-1¼)	E	<b>1520</b> -2	555 (600-2)
CIRCLING			AB	<b>1520</b> -1¼	539 (600-1¼)	C	<b>1540</b> -1½	559 (600-1¼)
			D	<b>1620</b> -2	639 (600-2)	E	<b>1900</b> -3	919 (1000-3)

For inoperative ALSF-2 Rwy 23R and MALSR Rwy 5L increase CAT E visibility ½ mile.

## SABRE AHP (EOD), TN (Fort Campbell), (Amdt 3, 09183 USA)

ELEV 593

RADAR - (E) 118.1 340.9 ▽ ▲ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	22		COPTER	1060-½	473	(500-½)
	4		COPTER	1100-½	507	(600-½)

## INSTRUMENT APPROACH PROCEDURE CHARTS

## IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

## Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

## NAME TAKE-OFF MINIMUMS

## ASHLAND, KY

ASHLAND RGNL (DWU)

AMDT 4 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 600-2¼ or std. with a min. climb of 430' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 103° to 1200 before proceeding on course. **Rwy 28**, climb heading 283° to 1100 before turning right.

NOTE: **Rwy 10**, trees beginning 1.96 NM from departure end of runway, 1810' left of centerline, up to 100' AGL/979' MSL. Trees beginning 1.18 NM from departure end of runway, 2051' left of centerline, 100' AGL/899' MSL.

**Rwy 28**, trees beginning 200' from departure end of runway, 25' left of centerline, up to 100' AGL/640' MSL. Trees beginning 203' from departure end of runway, 341' left of centerline, up to 100' AGL/659' MSL.

## ATHENS, TN

## MCMINN COUNTY

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1.

DEPARTURE PROCEDURE: Climb on runway heading to 2000 prior to turn.

## NAME TAKE-OFF MINIMUMS

## BARDSTOWN, KY

SAMUELS FIELD

DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 1100 before turning east.

## BOLIVAR, TN

WILLIAM L. WHITEHURST FIELD

TAKE-OFF MINIMUMS: **Rwy 1**, 200-1. **Rwy 19**, 300-1.

**BOWLING GREEN, KY**

BOWLING GREEN-WARREN COUNTY RGNL  
TAKE-OFF MINIMUMS: **Rwy 3**, 300-1.

**BRISTOL-JOHNSON-KINGSPORT, TN**

TRI-CITIES RGNL, TN/VA

TAKE-OFF MINIMUMS: **Rwy 5**, std. with a min. climb of 242' per NM to 2400, or 1000-3 for climb in visual conditions. **Rwy 23**, 300-1½ or std. with a min. climb of 294' per NM to 1700. **Rwy 27**, 400-2¼ or std. with a min. climb of 524' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 5**, climbing left turn via heading 042° and GZG VOR/DME R-219 to 3500 before proceeding on course. For climb in visual conditions: Cross Tri-Cities Rgnl TN/VA airport at or above 2500 then climbing left turn via heading 042° and GZG VOR/DME R-219 to 3500 before proceeding on course. **Rwy 9**, climb via heading 094° then climbing left turn via GZG VOR/DME R-200 to 5400 before proceeding on course. **Rwy 23**, climb via heading 228° then climbing right turn via HMV VORTAC R-260 to 3700 before proceeding on course. **Rwy 27**, climb via heading 274° to 2800 before proceeding on course.

NOTE: **Rwy 5**, trees beginning 2048' from departure end of runway, 936' left of centerline, up to 90' AGL/1599' MSL. **Rwy 9**, tree 51' from departure end of runway, 389' left of centerline, 38' AGL/1528' MSL. Tree 264' from departure end of runway, 370' right of centerline, 46' AGL/1566' MSL. **Rwy 23**, trees beginning 3994' from departure end of runway, 149' right of centerline, up to 95' AGL/1645' MSL. Tree 3755' from departure end of runway, 299' left of centerline, 75' AGL/1592' MSL. Trees beginning 4056' from departure end of runway, within 10' of centerline, up to 95' AGL/1659' MSL. **Rwy 27**, radar antenna 4642' from departure end of runway, 588' left of centerline, 116' AGL/1811' MSL. Pipe beginning 339' from departure end of runway, 309' left of centerline, 26' AGL/1528' MSL. Trees beginning 1091' from departure end of runway, 348' left of centerline, up to 92' AGL/1756' MSL. Trees beginning 2823' from departure end of runway, 321' right of centerline, up to 100' AGL/1799' MSL. Pole 4666' from departure end of runway, 12' left of centerline, 53' AGL/1735' MSL. Pole 2660' from departure end of runway, 728' left of centerline, 18' AGL/1638' MSL. Terrain 12' from departure end of runway, 381' right of centerline, 0' AGL/1552' MSL.

**CAMDEN, TN**

BENTON COUNTY (0M4)

AMDT 1 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 037° to 900 before turning left.

NOTE: **Rwy 4**, trees beginning 539' from DER, 25' right of centerline, up to 100' AGL/534' MSL. Trees beginning 1067' from DER, 57' left of centerline, up to 100' AGL/549' MSL. Utility poles beginning 951' from DER, 325' left of centerline, 40' AGL/501' MSL. **Rwy 22**, trees beginning 1158' from DER, 597' left of centerline, up to 100' AGL/619' MSL. Trees beginning 1753' from DER, 925' right of centerline, up to 100' AGL/549' MSL.

**CAMPBELL AAF (KHOP),**

FORT CAMPBELL, KY. . . . . 08129

**Rwy 5, 18, 23, 36** standard.

TAKE-OFF OBSTACLES: **Rwy 18**, Touchdown reflector 85' from DER, 109' left of centerline, 4' AGL/564' MSL. Touchdown reflector 104' from DER, 109' right of centerline, 4' AGL/563' MSL.

**Rwy 23**, Tree line 1029' from DER, 541' left of centerline, 60' AGL/590' MSL. **Rwy 36**, Tree line 1199' from DER, 591' left of centerline, 60' AGL/607' MSL.

**CENTERVILLE, TN**

CENTERVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, 200-1.

**CHATTANOOGA, TN**

LOVELL FIELD

TAKE-OFF MINIMUMS: **Rwy 15**, 300-1¾ or std. with a min. climb of 357' per NM to 1700. **Rwy 33**, 400-2½ or std. with a min. climb of 380' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 2**, climb via heading 019° to 2400 before turning. **Rwy 15**, climb via heading 147° to 1700 before turning. **Rwy 20**, climb via heading 199° to 2200 before turning. **Rwy 33**, climbing right turn to 2500' via heading 020° before proceeding on course.

NOTE: **Rwy 2**, railroad 890' from departure end of runway, 598' left of centerline, 35' AGL/695' MSL. Tree 943' from departure end of runway, 666' right of centerline, 50' AGL/716' MSL. Tree 1663' from departure end of runway, 745' right of centerline, 50' AGL/726' MSL. Tree 1730' from departure end of runway, 666' right of centerline, 100' AGL/722' MSL. **Rwy 15**, antenna 1.3 NM from departure end of runway 430' left of centerline, 100' AGL/922' MSL. Tree 1.3 NM from departure end of runway, 475' left of centerline, 85' AGL/925' MSL. Tree 1.2 NM from departure end of runway, 623' left of centerline, 80' AGL/896' MSL. Pole 1.1 NM from departure end of runway, 1008' left of centerline, 86' AGL/946' MSL. Pole 3584' from departure end of runway, 870' left of centerline, 130' AGL/809' MSL. Tree 2154' from departure end of runway, 242' left of centerline, 100' AGL/749' MSL. Tree 1792' from departure end of runway, 199' left of centerline, 57' AGL/741' MSL. Tree 1593' from departure end of runway, 462' left of centerline, 43' AGL/754' MSL. Tree 2027' from departure end of runway, 335' left of centerline, 55' AGL/745' MSL. Pole 1588' from departure end of runway, 294' left of centerline, 90' AGL/723' MSL. Tree 1362' from departure end of runway, 458' left of centerline, 55' AGL/745' MSL. Tree 1783' from departure end of runway, 417' left of centerline, 55' AGL/740' MSL. Tree 1661' from departure end of runway, 363' left of centerline, 50' AGL/726' MSL. Tree 1070' from departure end of runway, 455' right of centerline, 60' AGL/752' MSL. Tree 1014' from departure end of runway, 332' right of centerline, 60' AGL/709' MSL. Tree 1114' from departure end of runway, 527' left of centerline, 50' AGL/716' MSL. Building 328' from departure end of runway, 354' left of centerline, 20' AGL/688' MSL. Hanger 313' from departure end of runway, 569' left of centerline, 25' AGL/691' MSL. **Rwy 20**, tree 2706' from departure end of runway, 965' left of centerline, 55' AGL/759' MSL.







## LOVELL FIELD (CON'T)

**Rwy 33**, tree 2379' from departure end of runway, 348' right of centerline, 100' AGL/770' MSL. Tree 470' from departure end of runway, 382' right of centerline, 100' AGL/721' MSL. Tower 3544' from departure end of runway, 408' right of centerline, 105' AGL/786' MSL. Tree 1845' from departure end of runway, 239' left of centerline, 55' AGL/741' MSL. Tree 4479' from departure end of runway, 262' right of centerline, 100' AGL/800' MSL. Tree 508' from departure end of runway, 302' right of centerline, 1000' AGL/697' MSL. Tree 1208' from departure end of runway, 89' right of centerline, 100' AGL/711' MSL. Tree 1320' from departure end of runway, 74' left of centerline, 100' AGL/711' MSL. Tree 513' from departure end of runway, 11' left of centerline, 100' AGL/687' MSL. Poles 1.3 NM from departure end of runway, 1010' right of centerline, 90' AGL/990' MSL. Tree 1.2 NM from departure end of runway, 46' right of centerline, 100' AGL/913' MSL. Pole 1.3 NM from departure end of runway, 576' left of centerline, 95' AGL/899' MSL. Tree 1.5 NM from departure end of runway, 2883' right of centerline, 100' AGL/935' MSL.

## CLARKSVILLE, TN

## OUTLAW FIELD

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1 or std. w/min. climb of 240' per NM to 800. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 5**, multiple trees beginning 29' from departure end of runway, 135' right of centerline, up to 100' AGL/650' MSL. Multiple trees beginning 787' from departure end of runway, 225' left of centerline, up to 100' AGL/626' MSL. Road 41' from departure end of runway, 122' right of centerline, up to 15' AGL/541' MSL. Terrain 32' from departure end of runway, 414' right of centerline, 0' AGL/535' MSL. **Rwy 17**, multiple trees and poles beginning 14' from departure end of runway, 251' right of centerline, up to 100' AGL/621' MSL. Multiple trees beginning 174' from departure end of runway, 212' left of centerline, up to 59' AGL/608' MSL. **Rwy 23**, multiple trees beginning 184' from departure end of runway, 61' right of centerline, up to 100' AGL/593' MSL. Multiple trees beginning 912' from departure end of runway, 106' left of centerline, up to 100' AGL/590' MSL. Road 162' from departure end of runway, 7' right of centerline, up to 15' AGL/551' MSL. Cross on church 752' from departure end of runway, 237' left of centerline, 52' AGL/587' MSL. **Rwy 35**, multiple trees, poles, and buildings beginning 929' from departure end of runway, 249' left of centerline, up to 75' AGL/645' MSL. Multiple trees, poles and transmission towers beginning 959' from departure end of runway, 147' right of centerline, up to 100' AGL/695' MSL.

## CLEVELAND, TN

## HARDWICK FIELD

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1 or std. with a min. climb of 380' per NM to 1800. **Rwy 21**, 400-2½ or std. with a min. climb of 230' per NM to 1900.

DEPARTURE PROCEDURE: **Rwy 3**, climb via heading 030° to 1800 before proceeding on course. **Rwy 21**, climbing right turn to 1900 direct GQO VORTAC before proceeding on course.

NOTE: **Rwy 3**, tree 845' from departure end of runway, 211' left of centerline, 89' AGL/963' MSL. Tree 4462' from departure end of runway, 1617' left of centerline, 100' AGL/1119' MSL. **Rwy 21**, tree 479' from departure end of runway, 222' right of centerline, 38' AGL/866' MSL. Tower 2.1 NM from departure end of runway, 1809' left of centerline, 305' AGL/1225' MSL.

## COLUMBIA-MT. PLEASANT, TN

## MAURY COUNTY

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 400-1.

DEPARTURE PROCEDURE: **Rwy 24**, climb runway heading to 1800 before turning right.

## COVINGTON, KY

## CINCINNATI/NORTHERN KENTUCKY INTL

NOTE: **Rwy 9**, tree 3385' from departure end of runway, 1117' right of centerline, 68' AGL/988' MSL. Trees beginning 4562' from departure end of runway, 900' left of centerline, up to 98' AGL/1003' MSL. **Rwy 18C**, multiple trees beginning 1882' from departure end of runway, 834' left of centerline, up to 80' AGL/974' MSL. Tree 3473' from departure end of runway, 904' right of centerline, 79' AGL/929' MSL. **Rwy 18R**, trees beginning 3221' from departure end of runway, 895' left of centerline, up to 84' AGL/962' MSL. **Rwy 27**, multiple trees beginning 1084' from departure end of runway, 25' left of centerline, up to 95' AGL/955' MSL. Trees beginning 1951' from departure end of runway, 482' right of centerline, from 95' AGL/965' MSL. **Rwy 36L**, trees beginning 1033' from departure end of runway, 300' left of centerline, up to 98' AGL/922' MSL. Multiple trees beginning 1274' from departure end of runway, 84' right of centerline, up to 92' AGL/932' MSL. **Rwy 36C**, trees beginning 956' from departure end of runway, 613' right of centerline, up to 103' AGL/963' MSL. **Rwy 36R**, tree 1602' from departure end of runway, 754' right of centerline, 58' AGL/938' MSL. Light pole 1476' from departure end of runway, 813' left of centerline, 46' AGL/926' MSL.

## COVINGTON, TN

## COVINGTON MUNI

NOTE: **Rwy 1**, vehicle on road 513' from departure end of runway, 13' right of centerline, up to 15' AGL/294' MSL.

**Rwy 19**, trees beginning 4626' from departure end of runway, 814' left of centerline, up to 100' AGL/399' MSL.



**CROSSVILLE, TN****CROSSVILLE MEMORIAL-WHITSON FIELD**

NOTE: **Rwy 8**, trees 31' from departure end of runway, 499' left of centerline, 60' AGL/1905' MSL. Trees 572' from departure end of runway, 499' left of centerline, 75' AGL/1889' MSL. Trees 8' from departure end of runway, 438' right of centerline, 30' AGL/1873' MSL. Bush 76' from departure end of runway, 213' right of centerline, 8' AGL/1872' MSL. **Rwy 26**, tree 43' from departure end of runway, 468' left of centerline, 26' AGL/1910' MSL. Numerous trees 94 to 576' from departure end of runway, 355 to 583' right of centerline, 40 to 70' AGL/1901 to 1927' MSL. Pole 141' from departure end of runway, 474' right of centerline, 50' AGL/1914' MSL. Tree 1083' from departure end of runway, 363' right of centerline, 74' AGL/1922' MSL. Tree 343' from departure end of runway, 538' left of centerline, 68' AGL/1939' MSL.

**DANVILLE, KY****STUART POWELL FIELD (DVK)****ORIG 08045 (FAA)**

TAKE-OFF MINIMUMS: **Rwys 1, 19**, N/A - Obstacles. **Rwy 30**, 400 2½ or std. w/ min. climb of 284' per NM to 1600.

NOTES: **Rwy 12**, Trees beginning 1938' from departure end of runway, 604' left of centerline, up to 100' AGL/1100' MSL. Trees beginning 1536' from departure end of runway, 711' right of centerline, up to 100' AGL/1119' MSL. **Rwy 30**, Trees beginning 8' from departure end of runway, 21' left of centerline up to 100' AGL/1075' MSL. Building 247' from departure end of runway, 280' left of centerline, 12' AGL/1025' MSL. Trees beginning 1.4NM from departure end of runway, 2725' left of centerline, up to 100' AGL/1399' MSL. Obstruction light DME and trees beginning 460' from departure end of runway, 114' right of centerline, up to 100' AGL/1105' MSL.

**DAYTON, TN****MARK ANTON**

DEPARTURE PROCEDURE: **Rwys 3, 21**, climb runway heading to 2500 before turning west.

**DICKSON, TN****DICKSON MUNI**

TAKE-OFF MINIMUMS: **Rwy 17**, 400-2 or std. with a min. climb of 340' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 1400 before turning.

NOTE: **Rwy 17**, tower 9464' from departure end of runway, 2386' right of centerline, 306' AGL/1246' MSL. **Rwy 35**, trees 4589' from departure end of runway, 1555' left of centerline, 100' AGL/1039' MSL.

**DYERSBURG, TN****DYERSBURG RGNL**

NOTE: **Rwy 4**, trees 445' from departure end of runway, 440' left of centerline, 90' AGL/395' MSL.

**Rwy 22**, trees 1320' from departure end of runway, 490' right of centerline, 103' AGL/378' MSL.

**ELIZABETHTON, TN****ELIZABETHTON MUNI**

TAKE-OFF MINIMUMS: **Rwy 6**, NA-obstacles. **Rwy 24**, 600-2 w/ min. climb of 380' per NM to 7000 or 3500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 24**, climb heading 244° to 3300 before proceeding on course. For climb in visual conditions cross Elizabethton Muni Airport at or above 4900 before proceeding on course.

NOTE: **Rwy 24**, numerous trees beginning 1655' from departure end of runway, 931' right of centerline, up to 100' AGL/2099' MSL. Numerous trees 1.36 NM from departure end of runway, 2353' left of centerline, up to 100' AGL/2179' MSL. Power line 5898' from departure end of runway, 973' left of centerline, up to 200' AGL/1759' MSL. Power line 1.13 NM from departure end of runway, 584' right of centerline, up to 200' AGL/1849' MSL.

**ELIZABETHTOWN, KY****ADDITION FIELD**

DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 050° to 1800 before proceeding on course.

NOTE: **Rwy 5**, multiple trees beginning 1404' from departure end of runway, 466' left of centerline, up to 96' AGL/835' MSL. **Rwy 23**, multiple trees and powerlines beginning 7' from departure end of runway, 372' left of centerline, up to 100' AGL/899' MSL. Multiple trees and powerlines beginning 2416' from departure end of runway, 25' right of centerline, up to 100' AGL/869' MSL.

**FALMOUTH, KY****GENE SNYDER**

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1¼ or std. w/ a min. climb of 417' per NM to 1300.

NOTE: **Rwy 3**, tower 5831' from departure end of runway, 340' left of centerline, 106' AGL/1037' MSL. **Rwy 21**, trees beginning 300' from departure end of runway, left and right of centerline, up to 100' AGL/979' MSL.

**FAYETTEVILLE, TN****FAYETTEVILLE MUNI**

NOTE: **Rwy 2**, trees 820' from departure end of runway, 520' left of centerline, 70' AGL/1052' MSL. Trees 2430' from departure end of runway, 25' right of centerline, 78' AGL/1050' MSL. **Rwy 20**, trees 875' from departure end of runway, 420' left of centerline, 65' AGL/996' MSL. Trees 1370' from departure end of runway, 60' right of centerline, 65' AGL/1014' MSL. Trees 1720' from departure end of runway, 300' left of centerline, 60' AGL/1008' MSL. Trees 2070' from departure end of runway, 200' left of centerline, 70' AGL/1029' MSL.

**FLEMINGSBURG, KY****FLEMING-MASON (FGX)****ORIG 09127 (FAA)**

NOTE: **Rwy 7**, tree 53' from DER, 498' right of centerline, 50' AGL/929' MSL. **Rwy 25**, tree 126' from DER, 158' right of centerline, 34' AGL/914' MSL. Tree 525' from DER, 152' right of centerline, 41' AGL/921' MSL. Tree 505' from DER, 127' right of centerline, 38' AGL/918' MSL. Tree 587' from DER, 201' right of centerline, 40' AGL/920' MSL.



**FRANKFORT, KY****CAPITAL CITY**

NOTE: **Rwy 6**, tree 1238' from departure end of runway, 828' left of centerline, 60' AGL/879' MSL. Tree 1933' from departure end of runway, 937' left of centerline, 37' AGL/896' MSL. Tree 1986' from departure end of runway, 767' left of centerline, 55' AGL/894' MSL. Tree 1631' from departure end of runway, 675' left of centerline, 63' AGL/872' MSL. Tree 2151' from departure end of runway, 142' left of centerline, 59' AGL/878' MSL. Tree 2133' from departure end of runway, 489' right of centerline, 49' AGL/876' MSL. **Rwy 24**, tree 1745' from departure end of runway, 908' right of centerline, 80' AGL/909' MSL. Tree 1967' from departure end of runway, 847' right of centerline, 81' AGL/900' MSL. Tree 887' from departure end of runway, 736' from centerline, 70' AGL/869' MSL.

**GALLATIN, TN****SUMNER COUNTY RGNL**

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1 or std. with a min. climb of 320' per NM to 1000.

NOTE: **Rwy 35**, trees 913' from departure end of runway, 278' left of centerline, 71' AGL/655' MSL. Trees 5701' from departure end of runway, 175' right of centerline, 100' AGL/839' MSL.

**GEORGETOWN, KY****GEORGETOWN SCOTT COUNTY - MARSHALL FLD (27K)****ORIG 08045 (FAA)**

NOTE: **Rwy 3**, Trees 3572' from departure end of runway, 162' left of centerline, 95' AGL/1042' MSL. **Rwy 21**, Vehicle on road 270' from departure end of runway, 51' left of centerline, 15' AGL/944' MSL.

**GLASGOW, KY****GLASGOW MUNI (GLW)****ORIG 07354 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. w/min. climb of 656' per NM to 1000. **Rwy 25**, 300-1 or std. w/min. climb of 281' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 073° to 1200 before proceeding southbound.

NOTE: **Rwy 7**, tree 2116' from departure end of runway, 1048' left of centerline, 100' AGL/889' MSL. Tree 2335' from departure end of runway, 910' left of centerline, 100' AGL/869' MSL. Terrain beginning 48' from departure end of runway, 9' left of centerline, up to 0' AGL/785' MSL. Terrain beginning 182' from departure end of runway, 68' right of centerline, up to 0' AGL/729' MSL. Tree 2047' from departure end of runway, 1039' left of centerline, up to 100' AGL/889' MSL. **Rwy 25**, multiple trees beginning 4669' from departure end of runway, 782' left and right of centerline, 100' AGL/869' MSL.

**GODMAN AAF (KFTK)****FORT KNOX, KY**

..... Rwy 15, 300-1  
Rwy 15, 18, 33, 36, climb runway heading to 1200 before turning.

**GREENEVILLE, TN****GREENEVILLE-GREENE COUNTY MUNI**

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 400-1.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 3300 before turning southeast.

**GREENVILLE, KY****MUHENBURG COUNTY**

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.

**HARTFORD, KY****OHIO COUNTY (7K4)****ORIG 07354 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 3**, 500-3 or std. w/min. climb of 255' per NM to 1200.

NOTE: **Rwy 3**, trees 460' from departure end of runway, 232' left of centerline, 47' AGL/582' MSL. Terrain beginning 23' from departure end of runway, 197' right of centerline, up to 579' MSL. Tower 2.5 NM from departure end of runway, 3516' right of centerline, 290' AGL/950' MSL. **Rwy 21**, trees 295' from departure end of runway, 26' left of centerline, 18' AGL/548' MSL.

**HAZARD, KY****WENDELL H. FORD**

TAKE-OFF MINIMUMS: **Rwys 6, 14**, 400-1.

**Rwys 24, 32**, 300-1.

DEPARTURE PROCEDURE: **Rwy 24**, climb runway heading to 2000 before turning on course.

**HENDERSON, KY****HENDERSON CITY-COUNTY**

DEPARTURE PROCEDURE: **Rwy 9**, climb to 800 on runway heading before turning north.

**HOPKINSVILLE, KY****HOPKINSVILLE-CHRISTIAN COUNTY (HVC)****AMDT 1 08353 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1 or std. w/min. climb of 275' per NM to 800. **Rwy 26**, 300-1½ or std. w/min. climb of 260' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 080° to 800 before proceeding on course. **Rwy 26**, climb heading 258° to 1100 before turning north.

NOTE: **Rwy 8**, trees beginning 2876' from departure end of runway, 97' right of centerline, up to 100' AGL/669' MSL. Powerlines 3454' from departure end of runway, 852' left of centerline, 79' AGL/658' MSL. Trees beginning 3463' from departure end of runway, 1049' left of centerline, up to 100' AGL/739' MSL. **Rwy 26**, trees beginning 61' from departure end of runway, 2' left of centerline, up to 100' AGL/639' MSL. Trees beginning 758' from departure end of runway, 353' right of centerline, up to 100' AGL/629' MSL. Tower 2260' from departure end of runway, 582' left of centerline, 130' AGL/670' MSL. Elevator, 1.4 miles from departure end of runway, 1278' right of centerline, 201' AGL/780' MSL.

**HUMBOLDT, TN****HUMBOLDT MUNI**

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1. **Rwy 22**, 200-1.



**HUNTINGDON, TN****CARROLL COUNTY**

DEPARTURE PROCEDURE: **Rwy 1**, climb runway heading to 1100 before turning west.

**JACKSBORO, TN****CAMPBELL COUNTY**

TAKE-OFF MINIMUMS: **Rwy 5**, std. w/ min. climb of 477' per NM to 3400, or 200-1 w/ min. climb of 308' per NM to 3400, or 1600-2½ for climb in visual conditions. **Rwy 23**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 049° to 3400 before proceeding on course or for climb in visual conditions: cross Campbell County Airport at or above 2600 then proceed on VXV R-336 to 3600 before proceeding on course. Do not exceed 210 KIAS until established on VXV R-336 southeast bound.

NOTE: **Rwy 5**, multiple trees beginning 369' from departure end of runway, 579' right of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 2672' from departure end of runway, 140' left of centerline, up to 100' AGL/1339' MSL.

**JACKSON, KY****JULIAN CARROLL**

TAKE-OFF MINIMUMS: **Rwy 1**, 400-1 or std. with a min. climb of 250' per NM to 1900.

NOTE: **Rwy 1**, tree 2 miles north of departure end of runway, on centerline, 100' AGL/1700' MSL.

**JACKSON, TN****MCKELLAR / SIPES RGNL (MKL)****AMDT 1 09127 (FAA)**

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 023° to 1100 before turning right.

NOTE: **Rwy 2**, vehicles on roadway beginning 489' from DER, 594' left of centerline, up to 15' AGL/439' MSL. Trees beginning 782' from DER, 97' left of centerline, up to 100' AGL/491' MSL. Poles and trees beginning 880' from DER, 599' of centerline, up to 100' AGL/456' MSL. Antenna 2043' from DER, 947' left of centerline, 61' AGL/470' MSL. **Rwy 11**, trees beginning 787' from DER, 71' left of centerline, up to 77' AGL/476' MSL. Trees beginning 1080' from DER, 215' right of centerline, up to 100' AGL/509' MSL. **Rwy 20**, vehicles on roadway beginning 41' from DER, 221' right of centerline, up to 15' AGL/444' MSL. Trees beginning 2970' from DER, 877' left of centerline, up to 100' AGL/528' MSL. Trees beginning 2416' from DER, 1040' right of centerline, up to 100' AGL/532' MSL. Powerlines beginning 1893' from DER, 972' right of centerline, 40' AGL/499' MSL. **Rwy 29**, light pole 40' from DER, 402' left of centerline, 70' AGL/449' MSL. Vehicles on roadway beginning 165' from DER, left and right of centerline, up to 17' AGL/434' MSL. Trees beginning 1362' from DER, 360' right of centerline, up to 100' AGL/486' MSL. Trees beginning 1738' from DER, 55' left of centerline, up to 100' AGL/499' MSL.

**JAMESTOWN, KY****RUSSELL COUNTY (K24)****ORIG 08017 (FAA)**

NOTE: **Rwy 17**, trees 2071' from departure end of runway, 234' right of centerline, 54' AGL/1012' MSL. **Rwy 35**, trees 2500' from departure end of runway, 99' left of centerline, 65' AGL/1076' MSL.

**JAMESTOWN, TN****JAMESTOWN MUNI (2A1)****ORIG 09267 (FAA)**

NOTE: **Rwy 18**, trees beginning 1013' from DER, left and right of centerline, up to 100' AGL/1819' MSL. **Rwy 36**, trees beginning 1392' from DER, left and right of centerline, up to 100' AGL/1819' MSL.

**JASPER, TN****MARION COUNTY-BROWN FIELD**

TAKE-OFF MINIMUMS: **Rwy 4**, 1600-2 or std. with a min. climb of 410' per NM to 2400. **Rwy 22**, 1300-2 or std. with a min. climb of 260' per NM to 2200.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 025° to 4000 before proceeding on course. **Rwy 22**, climb runway heading to 4000 before proceeding on course.

**KNOXVILLE, TN****KNOXVILLE DOWNTOWN ISLAND**

TAKE-OFF MINIMUMS: **Rwy 26**, 600-2.

DEPARTURE PROCEDURE: Comply with RADAR vectors or; **Rwy 26**, climb on heading 230° to 3000 before proceeding on course. **Rwy 8**, climb runway heading to 3000 before turning.

**MCGHEE-TYSON**

DEPARTURE PROCEDURE: Comply with SID or RADAR vectors, or; climb runway heading to 4000 before turning on course.

**LAFAYETTE, TN****LAFAYETTE MUNI (3M7)****ORIG 09099 (FAA)**

NOTE: **Rwy 1**, road + vehicle 666' from DER, on centerline, 17' AGL/976' MSL. Tree 1120' from DER, 356' left of centerline, 51' AGL/992' MSL. **Rwy 19**, tree 2490' from DER, 509' right of centerline, 90' AGL/1039' MSL. Tree 2643' from DER, 359' right of centerline, 85' AGL/1060' MSL. Tree 2767' from DER, 406' right of centerline, 91' AGL/1078' MSL. Tree 3387' from DER, 220' right of centerline, 93' AGL/1092' MSL.

**LAWRENCEBURG, TN****LAWRENCEBURG-LAWRENCE COUNTY (2M2)****ORIG 09099 (FAA)**

NOTE: **Rwy 17**, trees 10' from DER, 466' right of centerline, 100' AGL/1019' MSL. Vehicle on road 200' from DER, 526' left of centerline, 15' AGL/944' MSL. **Rwy 35**, trees 300' left of centerline, 100' AGL/1029' MSL. Trees, powerlines and vehicle on road 1395' from DER, on centerline, up to 100' AGL/1059' MSL.

**LEBANON, TN****LEBANON MUNI**

TAKE-OFF MINIMUMS: **Rwy 19**, 600-1 or std. with a min. climb of 350' per NM to 1200.

**LEWISBURG, TN****ELLINGTON**

TAKE-OFF MINIMUMS: **Rwy 20**, 500-1.

## LEXINGTON, KY

## BLUE GRASS

NOTE: **Rwy 4**, light 710' from departure end of runway, 657' right of centerline, 35' AGL/995' MSL. Multiple trees beginning 898' from departure end of runway, 501' right of centerline, up to 70' AGL/1041' MSL. Multiple trees beginning 1921' from departure end of runway, 603' left of centerline, up to 70' AGL/1042' MSL. **Rwy 8**, antenna on bunker 143' from departure end of runway, 170' right of centerline, 15' AGL/984' MSL. Road 207' from departure end of runway, 228' right of centerline, 15' AGL/989' MSL. Light 555' from departure end of runway, 5' right of centerline, 25' AGL/995' MSL. Light 662' from departure end of runway, 546' left of centerline, 25' AGL/995' MSL. Tree 836' from departure end of runway, 631' left of centerline, 50' AGL/1009' MSL. **Rwy 22**, tree 1034' from departure end of runway, 499' left of centerline, 50' AGL/971' MSL. Tree 2830' from departure end of runway, 209' left of centerline, 70' AGL/1019' MSL. Multiple poles beginning 4383' from departure end of runway, 1384' left of centerline, up to 110' AGL/1080' MSL. **Rwy 26**, tree 72' from departure end of runway, 257' right of centerline, 70' AGL/1025' MSL. Multiple trees beginning 235' from departure end of runway, 176' left of centerline, up to 70' AGL/1014' MSL. Multiple trees beginning 1013' from departure end of runway, 2' right of centerline, up to 70' AGL/1037' MSL. Obstruction light on silo 1161' from departure end of runway, 206' right of centerline, 60' AGL/1029' MSL.

## LEXINGTON-PARSONS, TN

## BEECH RIVER RGNL

NOTE: **Rwy 1**, trees beginning 269' from departure end of runway, 179' right of centerline, up to 100' AGL/619' MSL. Trees beginning 258' from departure end of runway, 224' left of centerline, up to 100' AGL/599' MSL. **Rwy 19**, trees beginning 157' from departure end of runway, 259' right of centerline, up to 100' AGL/579' MSL. Trees beginning 227' from departure end of runway, 299' left of centerline, up to 100' AGL/549' MSL.

## LIVINGSTON, TN

## LIVINGSTON MUNI (8A3)

## AMDT 2 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 21**, climb heading 215° to 1900 before proceeding on course.

NOTE: **Rwy 3**, trees beginning from 173' from DER, 133' left of centerline, up to 100' AGL/1499' MSL. Trees beginning from 282' from DER, 180' right of centerline, up to 100' AGL/1439' MSL. **Rwy 21**, trees beginning from 60' from DER, 186' right of centerline, up to 100' AGL/1459' MSL.

## LONDON, KY

## LONDON-CORBIN AIRPORT-MAGEE FIELD

TAKE-OFF MINIMUMS: **Rwy 6**, 500-2 or std. with a min. climb of 449' per NM to 1900.

NOTE: **Rwy 6**, tower 1.58 NM from departure end of runway, 1369' left of centerline, 192' AGL/1659' MSL. **Rwy 24**, tree 1400' from departure end of runway, 150' left of centerline, 42' AGL/1253' MSL, tree 3387' from departure end of runway, 822' right of centerline, 100' AGL/1349' MSL.

## LOUISVILLE, KY

## BOWMAN FIELD (LOU)

## AMDT 3 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1 or std. w/ min. climb of 350' per NM to 900. **Rwy 33**, 300-1¼ or std. w/ min. climb of 205' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

NOTE: **Rwy 6**, trees beginning 361' from departure end of runway, 223' left of centerline, up to 95' AGL/625' MSL. Trees beginning 372' from departure end of runway, 32' right of centerline, up to 99' AGL/619' MSL.

**Rwy 15**, trees beginning 77' from departure end of runway, 112' left of centerline, up to 88' AGL/588' MSL. Trees beginning 153' from departure end of runway, 107' right of centerline, up to 94' AGL/594' MSL. **Rwy 24**, trees beginning 137' from departure end of runway, 77' left of centerline, up to 103' AGL/643' MSL. Trees beginning 329' from departure end of runway, 68' right of centerline, up to 103' AGL/643' MSL. Antenna 4828' from departure end of runway, 1728' right of centerline, 147' AGL/697' MSL. **Rwy 33**, trees beginning 198' from departure end of runway, on centerline, up to 62' AGL/602' MSL. Trees beginning 184' from departure end of runway, 264' right of centerline, up to 81' AGL/621' MSL. Antenna 9019' from departure end of runway, 1421' right of centerline, 245' AGL/770' MSL.

## LOUISVILLE, KY (CON'T)

## LOUISVILLE INTL-STANDIFORD FIELD

TAKE-OFF MINIMUMS: **Rwy 17L**, std. w/ a min. climb of 234' per NM to 1300. **Rwy 17R**, std. w/ a min. climb of 249' per NM to 1300. **Rwy 35L**, 300-2 or std. w/ a min climb of 222' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 11**, tree 1561' from departure end of runway, 855' left of centerline, 76' AGL/556' MSL. Tree 1466' from departure end of runway, 848' right of centerline, 72' AGL/552' MSL. Sign 928' from departure end of runway, 705' left of centerline, 25' AGL/505' MSL. **Rwy 17L**, light tower 622' from departure end of runway, 643' right of centerline, 25' AGL/496' MSL. Obstruction light on DME 498' from departure end of runway, 299' right of centerline, 14' AGL/485' MSL. Multiple trees and lighted towers beginning 328' from departure end of runway, 302' left of centerline, up to 89' AGL/560' MSL. Sign 723' from departure end of runway, 637' left of centerline, 26' AGL/502' MSL. **Rwy 17R**, vent on building, 1409' from departure end of runway, 807' left of centerline, 41' AGL/502' MSL. Pole 2241' from departure end of runway, 1013' left of centerline, 64' AGL/525' MSL. Pole 1609' from departure end of runway, 680' left of centerline, 42' AGL/503' MSL. **Rwy 29**, tree 1033' from departure end of runway, 73' right of centerline, 44' AGL/521' MSL. Obstruction light on glideslope 474' from departure end of runway, 399' right of centerline, 49' AGL/526' MSL. Tree 1257' from departure end of runway, 809' left of centerline, 73' AGL/550' MSL. Stack 1213' from departure end of runway, 329' left of centerline, 41' AGL/518' MSL. Multiple lighted towers beginning 873' from departure end of runway, 224' left of centerline, up to 83' AGL/560' MSL. **Rwy 35L**, multiple trees and lighted towers beginning 258' from departure end of runway, 115' left of centerline, up to 267' AGL/757' MSL. Multiple trees and lighted towers beginning 270' from departure end of runway, 231' right of centerline, up to 70' AGL/560' MSL. **Rwy 35R**, multiple trees and lighted towers beginning 542' from departure end of runway, 303' right of centerline, up to 79' AGL/580' MSL.

## MADISONVILLE, KY

## MADISONVILLE MUNI (210)

## ORIG 08045 (FAA)

NOTE: **Rwy 5**, Vehicle on road 163' from departure end of runway, 525' right of centerline, 15' AGL/434' MSL. Vehicle on road 466' from departure end of runway, 597' left of centerline, 15' AGL/454' MSL. **Rwy 23**, Vehicle on road 563' from departure end of runway, 608' right of centerline, 15' AGL/464' MSL. Pole 910' from departure end of runway, 590' left of centerline, 98' AGL/537' MSL.

## MADISONVILLE, TN

## MONROE COUNTY

DEPARTURE PROCEDURE: **Rwy 5**, climb via runway heading and VXXVORTAC R-231 northeastbound to 3100' before turning. **Rwy 23**, climb via runway heading and VXXVORTAC R-231 southwestbound to 2700' before turning.

NOTE: **Rwy 5**, building 2340' from departure end of runway, 263' left of centerline, 88' AGL/1089' MSL.

**Rwy 23**, trees 1188' from departure end of runway, 211' left of centerline, 74' AGL/1105' MSL.

## MAYFIELD, KY

## MAYFIELD GRAVES COUNTY

TAKE-OFF MINIMUMS: **Rwys 18, 36**, 300-1.

## MC MINNVILLE, TN

## WARREN COUNTY MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 23**, 300-1 or std. with a min. climb of 400' per NM climb to 2200.

## MEMPHIS, TN

## GENERAL DEWITT SPAIN

TAKE-OFF MINIMUMS: **Rwy 17**, std. with min. climb of 240' per NM to 1100, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17**, for climb in visual conditions, cross General Dewitt Spain Airport at or above 1100 before proceeding on course. **Rwy 35**, climb via heading 347° to 1000 before proceeding on course.

## MEMPHIS INTL (MEM)

## ADMT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, 300-1¼ or std. w/ min. climb of 224' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 9**, light pole and multiple trees beginning 1498' from departure end of runway, 800' left of centerline, up to 81' AGL/390' MSL. **Rwy 18L**, multiple trees beginning 1262' from departure end of runway, 601' left of centerline, up to 90' AGL/419' MSL. Multiple trees beginning 2692' from departure end of runway, 224' right of centerline, up to 84' AGL/413' MSL. **Rwy 18C**, tree 2788' from departure end of runway, 288' left of centerline, 94' AGL/413' MSL. Multiple trees beginning 1693' from departure end of runway, 507' right of centerline, up to 96' AGL/435' MSL. **Rwy 18R**, pole, VORTAC, and multiple trees beginning 2570' from departure end of runway, 1011' left of centerline, up to 93' AGL/452' MSL. Multiple trees beginning 1519' from departure end of runway, 790' right of centerline, up to 71' AGL/420' MSL. **Rwy 27**, tree 4145' from departure end of runway, 1328' left of centerline, 112' AGL/361' MSL. Antenna 5413' from departure end of runway, 1499' left of centerline, 158' AGL/407' MSL. Tree 785' from departure end of runway, 682' right of centerline, 75' AGL/324' MSL. **Rwy 36C**, light pole 1949' from departure end of runway, 928' right of centerline, 67' AGL/336' MSL.



**MIDDLESBORO, KY****MIDDLESBORO-BELL COUNTY**

TAKE-OFF MINIMUMS: **Rwy 10**, std. w/ min. climb of 736' per NM to 3500, or 2500-3 for climb in visual conditions. **Rwy 28**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 10**, climb via heading 103° to 3500 before proceeding on course.

For climb in visual conditions: cross Middlesboro-Bell County Airport at or above 3500 before proceeding on course.

NOTE: **Rwy 10**, road and vehicle 264' from departure end of runway, on centerline, 17' AGL/1166' MSL.

Trees 52' from departure end of runway, 223' right of centerline, 100' AGL/1249' MSL. Trees 617' from departure end of runway, 100' AGL/1249' MSL. Tower 5066' from departure end of runway, 1033' left of centerline, 198' AGL/1335' MSL. Trees 1 NM from departure end of runway, 1354' right of centerline, 100' AGL/1379' MSL. Trees 1.67 NM from departure end of runway, 1900' left of centerline, 100' AGL/1599' MSL. Numerous trees beginning 2 NM from departure end of runway, 3200' left and right of centerline, upsloping on Cumberland Mountain, up to 100' AGL/2499' MSL. 200' AAO 3.15 NM from departure end of runway, 1191' left of centerline, 200' AGL/2899' MSL.

**MILLINGTON, TN****CHARLES W. BAKER**

DEPARTURE PROCEDURE: **Rwys 18**, climb runway heading to 1500 before turning left.

**MONTICELLO, KY****WAYNE COUNTY**

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. with a min. climb of 250' per NM to 1800.

DEPARTURE PROCEDURE: **Rwys 3, 21**, climb runway heading to 1800 before proceeding on course.

**MOREHEAD, KY****MOREHEAD - ROWAN COUNTY CLYDE A. THOMAS RGNL (M97)****ORIG 08325 (FAA)**

NOTE: **Rwy 2**, trees 777' from departure end of runway, 494' left of centerline up to 77' AGL/1096' MSL. **Rwy 20**, trees 1595' from departure end of runway, 716' left of centerline up to 71' AGL/1090' MSL. Vehicle on road 10' from departure end of runway, 435' left of centerline up to 17' AGL/1029' MSL. Trees 432' from departure end of runway, 534' right of centerline up to 75' AGL/1054' MSL.

**MORRISTOWN, TN****MOORE-MURRELL**

TAKE-OFF MINIMUMS: **Rwy 5**, std., cross departure end of runway at or above 35' AGL/1310' MSL.

DEPARTURE PROCEDURE: **Rwy 5**, climbing right turn via heading 065° to 2800 before proceeding on course.

**Rwy 23**, climb via heading 233° and VXV VORTAC R-060 inbound to 4000 before turning south.

NOTE: **Rwy 5**, building 1900' from departure end of runway, 437' left of centerline, 73' AGL/1348' MSL.

Trees 14,570' from departure end of runway, 3880' left of centerline, 100' AGL/1739' MSL. Trees 16,259' from departure end of runway, 2703' left of centerline, 100' AGL/1719' MSL. Trees 16,927' from departure end of runway, 3861' left of centerline, 100' AGL/1859' MSL.

**Rwy 23**, pole 1450' from departure end of runway, 450' right of centerline, 54' AGL/1367' MSL.

**MOUNT STERLING, KY****MOUNT STERLING-MONTGOMERY COUNTY**

TAKE-OFF MINIMUMS: **Rwy 3**, 500-3 or std. with a min. climb of 210' per NM to 1600.

NOTE: **Rwy 3**, tower 2.57 miles northeast of approach end of runway 21, 416' AGL/1426' MSL.

**MOUNTAIN CITY, TN****JOHNSON COUNTY (6A4)****ORIG 09211 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 6**, 3400-3 for climb in visual conditions. **Rwy 24**, 1100-3 with min. climb of 510' per NM to 5700, or 3400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, for climb in visual conditions (NA at night): cross Johnson County Airport at or above 5500 MSL before proceeding on course.

**Rwy 24**, for climb in visual conditions (NA at night): cross Johnson County airport at or above 5500 MSL before proceeding on course.

**MURFREESBORO, TN****MURFREESBORO MUNI**

TAKE-OFF MINIMUMS: **Rwy 18**, 400-1.

**MURRAY, KY****KYLE-OAKLEY FIELD**

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1.

**NASHVILLE, TN****JOHN C. TUNE**

DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 3000 before turning right. **Rwy 20**, climb runway heading to 3000 before turning.



## NASHVILLE, TN (CON'T)

NASHVILLE INTL (BNA)

AMDT 7 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, std. w/min. climb of 240' per NM to 2600.DEPARTURE PROCEDURE: **Rwy 20L**, climb heading 200° to 1400 before turning right. **Rwys 20C, 20R** climb heading 200° to 1800 before turning right. **Rwy 31**, climb heading 315° to 2600 before proceeding on course.

NOTE: **Rwy 2L**, trees beginning 203' from departure end of runway, 489' right of centerline, up to 60' AGL/576' MSL. **Rwy 2R**, trees beginning 237' from departure end of runway, 534' right of centerline, up to 60' AGL/569' MSL. **Rwy 13**, blast fence obstruction light 335' from departure end of runway, 64' left of centerline, 6' AGL/595' MSL. Trees beginning 2852' from departure end of runway, 28' right of centerline, up to 60' AGL/685' MSL. Pole 3761' from departure end of runway, 726' right of centerline, 60' AGL/689' MSL. **Rwy 20L**, trees beginning 211' from departure end of runway, 520' right of centerline, up to 60' AGL/669' MSL. Trees beginning 223' from departure end of runway, 510' left of centerline, up to 100' AGL/669' MSL. **Rwy 20C**, trees beginning 1480' from departure end of runway, 744' right of centerline, up to 60' AGL/649' MSL. Trees beginning 1549' from departure end of runway, 882' left of centerline, up to 60' AGL/609' MSL. **Rwy 20R**, flagpole 1298' from departure end of runway, 777' right of centerline, 37' AGL/636' MSL. Building 2183' from departure end of runway, 1083' right of centerline, 91' AGL/680' MSL. **Rwy 31**, ground 2' from departure end of runway, 498' left of centerline, 0' AGL/541' MSL. LOC obstruction light 303' from departure end of runway, on centerline, 48' AGL/547' MSL. Blast fence obstruction light 382' from departure end of runway, 50' left of centerline, 30' AGL/569' MSL. Trees beginning 789' from departure end of runway, 331' right of centerline, up to 60' AGL/602' MSL. Pole 1012' from departure end of runway, 429' left of centerline, 29' AGL/578' MSL. Transmission tower 1882' from departure end of runway, 219' right of centerline, 61' AGL/610' MSL. Pole 2037' from departure end of runway, 422' right of centerline, 47' AGL/596' MSL. Transmission tower 2778' from departure end of runway, 83' left of centerline, 91' AGL/630' MSL.

## ONEIDA, TN

SCOTT MUNI

NOTE: **Rwy 5**, tree 2800' from departure end of runway, 600' right of centerline, 69' AGL/1605' MSL. **Rwy 23**, pole 950' from departure end of runway, on centerline, 42' AGL/1575' MSL. Power line 2938' from departure end of runway, 450' right of centerline, 142' AGL/1660' MSL.

## OWENSBORO, KY

OWENSBORO-DAVISS COUNTY (OWB)

AMDT 4 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 400-2 or std. w/min. climb of 340' per NM to 1000.DEPARTURE PROCEDURE: **Rwy 36**, climb heading 359° to 1000 before turning west.

NOTE: **Rwy 5**, numerous buildings beginning 340' from departure end of runway, 454' left of centerline, up to 31' AGL/436' MSL. Multiple trees beginning 1898' from departure end of runway, 350' left of centerline, up to 69' AGL/474' MSL. Pole 1853' from departure end of runway, 206' left of centerline, 47' AGL/452' MSL. Pole 1863' from departure end of runway, 413' left of centerline, 49' AGL/454' MSL. Windsock 393' from departure end of runway, 163' left of centerline, 10' AGL/418' MSL. Trees beginning 1489' from departure end of runway, 429' right of centerline, up to 49' AGL/454' MSL. **Rwy 18**, pole 942' from departure end of runway 133' left of centerline, 38' AGL/438' MSL. Pole 1134' from departure end of runway, 675' left of centerline, 45' AGL/445' MSL. **Rwy 23**, tree 1521' from departure end of runway, 650' right of centerline, 100' AGL/509' MSL. Tree 2223' from departure end of runway, 81' right of centerline, 82' AGL/482' MSL. **Rwy 36**, multiple trees beginning 478' from departure end of runway, 500' right of centerline, up to 36' AGL/439' MSL. Tower 1.54 NM from departure end of runway, 2941' right of centerline, 403' AGL/803' MSL. Obstacle light on tower 1.55 NM from departure end of runway, 2940' right of centerline, 403' AGL/803' MSL. Tree 939' from departure end of runway, 496' left of centerline, 40' AGL/443' MSL. Building 508' from departure end of runway, 578' left of centerline, 22' AGL/426' MSL.

## PADUCAH, KY

BARKLEY RGNL

NOTE: **Rwy 4**, multiple trees and bushes beginning 131' from departure end of runway, 13' left of centerline, up to 100' AGL/452' MSL. Multiple trees beginning 697' from departure end of runway, 19' right of centerline, up to 100' AGL/464' MSL. Pole 1301' from departure end of runway, 316' right of centerline, up to 17' AGL/415' MSL. **Rwy 14**, multiple trees beginning 858' from departure end of runway, 77' left of centerline, up to 100' AGL/487' MSL. Road 551' from departure end of runway, 144' left of centerline, 17' AGL/422' MSL. Tree 788' from departure end of runway, 13' right of centerline, up to 100' AGL/439' MSL. Terrain 13' from departure end of runway, 320' right of centerline, 0' AGL/404' MSL. **Rwy 22**, multiple terrain and trees beginning 128' from departure end of runway, 30' left of centerline, up to 100' AGL/507' MSL. Road 981' from departure end of runway, 692' right of centerline, 17' AGL/444' MSL. Terrain 76' from departure end of runway, 3' right of centerline, 0' AGL/420' MSL. Terrain 25' from departure end of runway, 388' right of centerline, 0' AGL/411' MSL. **Rwy 32**, multiple trees beginning 376' from departure end of runway, 173' right of centerline, up to 100' AGL/458' MSL. Multiple trees and terrain beginning 31' from departure end of runway, 42' left of centerline, up to 100' AGL/462' MSL.



**PIKEVILLE, KY**

PIKE COUNTY-HATCHER FIELD (PBX)  
ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1 or std. w/ min. climb of 453' per NM to 2300 or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9**, for climb in visual conditions: cross Pike County-Hatcher Field airport at or above 2300 before proceeding on course.

NOTE: **Rwy 9**, tree 4788' from DER, 1173' right of centerline, 20' AGL/1739' MSL. Multiple trees beginning 2702' from DER, 654' left of centerline and 965' right of centerline, up to 20' AGL/1770' MSL.

**PORTLAND, TN**

PORTLAND MUNI

NOTE: **Rwy 1**, tree 501' from departure end of runway, 180' right of centerline, 100' AGL/839' MSL. Tree 1564' from departure end of runway, 507' left of centerline, 100' AGL/839' MSL. **Rwy 19**, multiple trees 673' from departure end of runway, 83' right of centerline, up to 100' AGL/919' MSL.

**PRESTONSBURG, KY**

BIG SANDY RGNL

NOTE: **Rwy 21**, multiple trees and poles beginning 250' from departure end of runway, 11' right of centerline, up to 72' AGL/1272' MSL. Multiple trees and poles beginning 294' from departure end of runway, 35' left of centerline, up to 83' AGL/1283' MSL.

**PULASKI, TN**

ABERNATHY FIELD

TAKE-OFF MINIMUMS: **Rwy 16**, 400-1½ or std. with a min. climb of 291' per NM to 1200. **Rwy 34**, 400-1½ or std. with a min. climb of 380' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 16**, climb via heading 155° to 1200 before turning.

NOTE: **Rwy 16**, trees 1.43 NM from departure end of runway, 1986' right of centerline, 100' AGL/999' MSL. **Rwy 34**, multiple trees beginning 4625' from departure end of runway, 740' left of centerline, up to 100' AGL/979' MSL. Trees 1.2 NM from departure end of runway, 135' right of centerline, 100' AGL/1019' MSL.

**ROCKWOOD, TN**

ROCKWOOD MUNI

TAKE-OFF MINIMUMS: **Rwy 22**, 500-2 or std. with a min. climb of 300' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 22**, climb runway heading to 4000 before proceeding on course.

**ROGERSVILLE, TN**

HAWKINS COUNTY

TAKE-OFF MINIMUMS: **Rwy 7**, 500-1. **Rwy 25**, 800-1.

DEPARTURE PROCEDURE: Climb on runway heading to 2600 before turning.

**RUSSELLVILLE, KY**

RUSSELLVILLE-LOGAN COUNTY

DEPARTURE PROCEDURE: **Rwy 6**, climb to 1700 before turning left. **Rwy 24**, climb to 1700 before turning right.

**SABRE AHP (FORT CAMPBELL) (EOD)**

CLARKSVILLE, TN . . . . . AMDT 1, 09183

**Rwy 22**, Vehicle on road 134' from DER, 259' right of centerline, up to 15' AGL/604' MSL.

**SAVANNAH, TN**

SAVANNAH-HARDIN COUNTY (SNH)

AMDT 3 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 400-2½ or std. with min. climb of 260' per NM to 1000.

NOTE: **Rwy 1**, trees beginning 1243' from DER, 101' right of centerline, up to 70' AGL/589' MSL. **Rwy 19**, trees beginning 973' from DER, left and right of centerline, up to 70' AGL/789' MSL.

**SELMER, TN**

ROBERT SIBLEY (SZY)

ORIG 08269 (FAA)

NOTE: **Rwy 17**, terrain beginning 71' from departure end of runway, 154' right of centerline, up to 644' MSL. Trees beginning 104' from departure end of runway, 405' right of centerline, up to 76' AGL/695' MSL. Pole 1208' from departure end of runway, 810' right of centerline, 28' AGL/687' MSL. Pole 1857' from departure end of runway, 380' right of centerline, 45' AGL/664' MSL. **Rwy 35**, vehicles on roadway 107' from departure end of runway, on centerline, up to 15' AGL/622' MSL. Trees beginning 95' from departure end of runway, 206' right of centerline, up to 51' AGL/645' MSL.

**SEVIERVILLE, TN**

GATLINBURG-PIGEON FORGE

DEPARTURE PROCEDURE: **Rwy 10**, climbing left turn via VXV VORTAC R-090 westbound to 5000 before turning on course. **Rwy 28**, climb direct VXV VORTAC to 5000 before turning on course.

NOTE: **Rwy 10**, trees 300' from departure end of runway, 350' left of centerline, 80' AGL/1123' MSL. Trees 610' from departure end of runway, 390' left of centerline, 85' AGL/1137' MSL. Power line 1504' from departure end of runway, 380' left of centerline, 55' AGL/1091' MSL. **Rwy 28**, trees 120' left of departure end of runway, 45' AGL/1062' MSL. Tower 13,580' from departure end of runway, 2626' right of centerline, 175' AGL/1359' MSL.

**SHELBYVILLE, TN**

BOMAR FIELD-SHELBYVILLE MUNI (SYI)

AMDT 1 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 180° to 1600 before turning left. **Rwy 36**, climb heading 345° to 1700 before turning right.

NOTE: **Rwy 18**, tree 81' from departure end of runway, 176' right of centerline, up to 100' AGL/890' MSL. Tree 86' from departure end of runway, 199' left of centerline, up to 100' AGL/880' MSL. **Rwy 36**, trees and terrain 505' from departure end of runway, 36' left of centerline, up to 7' AGL/806' MSL.

**SMITHVILLE, TN**

SMITHVILLE MUNI (0A3)

ORIG 08157 (FAA)

NOTE: **Rwy 6**, trees and terrain beginning 76' from departure end of runway, 256' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 733' from departure end of runway, 11' left of centerline up to 100' AGL/1119' MSL. **Rwy 24**, trees and terrain beginning 76' from departure end of runway, 8' left of centerline, up to 100' AGL/1119' MSL. Trees and terrain beginning 83' from departure end of runway, 162' right of centerline, up to 100' AGL/1179' MSL.

**SMYRNA, TN**

SMYRNA (MQY)

AMDT 5 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 006° to 1200 before turning northeast.

NOTE: **Rwy 1**, multiple trees beginning 842' from DER, 80' right of centerline, up to 60' AGL/580' MSL. Multiple trees beginning 1191' from DER, 193' left of centerline, up to 60' AGL/569' MSL. **Rwy 14**, tree 1321' from DER, 808' left of centerline, up to 60' AGL/572' MSL. **Rwy 19**, multiple trees beginning 1808' from DER, 67' right of centerline, up to 60' AGL/601' MSL. Light 1495' from DER, 603' right of centerline, up to 49' AGL/573' MSL. Multiple trees beginning 1649' from DER, 167' left of centerline, up to 60' AGL/622' MSL. **Rwy 32**, multiple trees beginning 413' from DER, 65' right of centerline, up to 60' AGL/695' MSL. Multiple trees beginning 78' from DER, 298' left of centerline, up to 60' AGL/635' MSL.

**SOMERSET, KY**

LAKE CUMBERLAND RGNL

TAKE-OFF MINIMUMS: **Rwy 5**, 900-2 or std. with a min. climb of 420' per NM to 2000. **Rwy 23**, 800-2 or std. with a min. climb of 220' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 046° to 2000 before turning. **Rwy 23**, climb via heading 236° to 2000 before turning.

NOTE: **Rwy 5**, tower 10, 412' from departure end of runway, 497' right of centerline, 100' AGL/1300' MSL. **Rwy 23**, tower 20, 700' from departure end of runway, 17,575' left of centerline, 460' AGL/1715' MSL.

**SOMERVILLE, TN**

FAYETTE COUNTY

NOTE: **Rwy 1**, multiple trees beginning 527' from departure end of runway, 343' right of centerline, up to 100' AGL/529' MSL. Multiple trees beginning 427' from departure end of runway, 8' left of centerline, up to 100' AGL/529' MSL. **Rwy 19**, multiple trees beginning 87' from departure end of runway, 306' right of centerline, up to 100' AGL/539' MSL. Multiple trees beginning 709' from departure end of runway, 455' left of centerline, up to 100' AGL/549' MSL.

**SPARTA, TN**

UPPER CUMBERLAND RGNL (SRB)

ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb via heading 037° to 3400 before proceeding on course.

NOTE: **Rwy 4**, tree 56' from departure end of runway, 448' right of centerline, 100' AGL/1049' MSL. Tree 484' from departure end of runway, 574' right of centerline, 100' AGL/1056' MSL. **Rwy 22**, tree 1646' from departure end of runway, 775' left of centerline, 100' AGL/1069' MSL.

**SPRINGFIELD, KY**

LEBANON-SPRINGFIELD

TAKE-OFF MINIMUMS: **Rwy 11**, 300-1.**SPRINGFIELD, TN**

SPRINGFIELD ROBERTSON COUNTY

NOTE: **Rwy 22**, trees 1419' from departure end of runway, 15' left of centerline, 42' AGL/742' MSL.

**STURGIS, KY**

STURGIS MUNI

TAKE-OFF MINIMUMS: **Rwy 28**, 300-1.

DEPARTURE PROCEDURE: **Rwy 36**, climb runway heading to 800 before turning west.

**TRENTON, TN**

GIBSON COUNTY

TAKE-OFF MINIMUMS: **Rwy 1**, 400-1.

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 1500 before turning east.

**TULLAHOMA, TN**

TULLAHOMA RGNL/WM NORTHERN FIELD (THA)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA - Turf runway.**UNION CITY, TN**

EVERETT-STEWART RGNL (UCY)

ORIG 08101 (FAA)

NOTE: **Rwy 19**, vehicles on roadway beginning 177' from departure end of runway, left and right of centerline, up to 15' AGL/364' MSL.

**WAVERLY, TN**

HUMPHREYS COUNTY

TAKE-OFF MINIMUMS: **Rwys 3, 21**, 200-1.

**WILLIAMSBURG, KY****WILLIAMSBURG-WHITLEY COUNTY**

TAKE-OFF MINIMUMS: **Rwy 2**, 400-1¼ or std. w/ a min. climb of 470' per NM to 1700. **Rwy 20**, std. w/ min. climb of 280' per NM to 2700, or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 018° to 2000 before turning East. **Rwy 20**, for climb in visual conditions cross Williamsburg-Whitley County Airport at or above 2300 MSL before proceeding on course.

NOTE: **Rwy 2**, multiple trees beginning 1167' from departure end of runway, 524' right of centerline, up to 49' AGL/1226' MSL. Multiple trees beginning 3563' from departure end of runway, left of centerline, up to 175' AGL/1353' MSL. Multiple trees beginning 4285' from departure end of runway, right of centerline, up to 321' AGL/1499' MSL. **Rwy 20**, multiple trees beginning 331' from departure end of runway, 331' left of centerline, up to 62' AGL/1217' MSL.

**WINCHESTER, TN****WINCHESTER MUNI**

TAKE-OFF MINIMUMS: **Rwy 18**, 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb on runway heading to 2000 before turning.



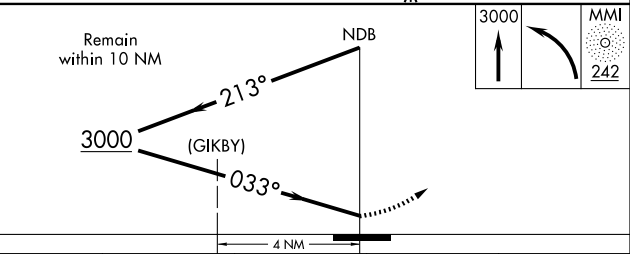
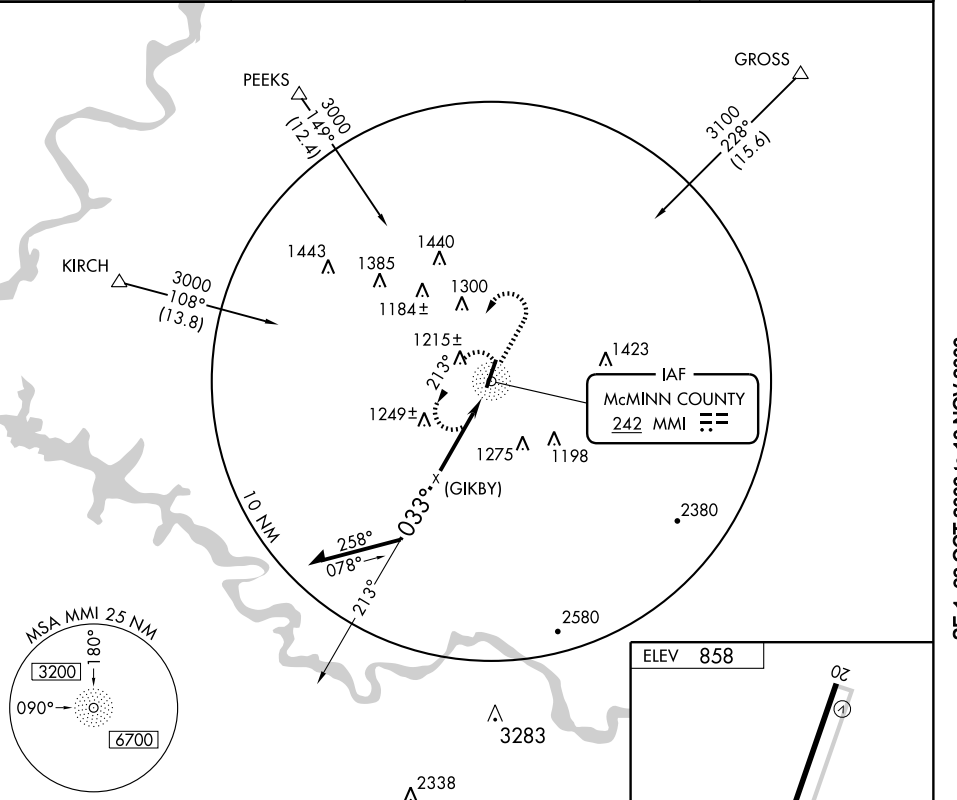
▼

▲ NA

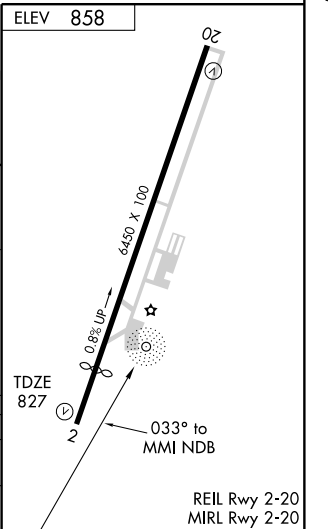
If local altimeter setting not received, use Knoxville altimeter setting and increase all MDAs 160 feet.

MISSED APPROACH: Climb to 3000 then left turn direct MMI NDB and hold.

AWOS-3 125.425	KNOXVILLE APP CON 123.9 353.6	GCO 121.725	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-2	1620-1 793 (800-1)	1620-1¼ 793 (800-1¼)	1620-2¼ 793 (800-2¼)	1620-2½ 793 (800-2½)
CIRCLING	1620-1 770 (800-1)	1620-1¼ 770 (800-1¼)	1620-2¼ 770 (800-2¼)	1620-2½ 770 (800-2½)



SE-1, 22 OCT 2009 to 19 NOV 2009

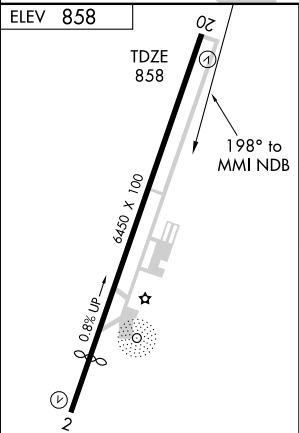
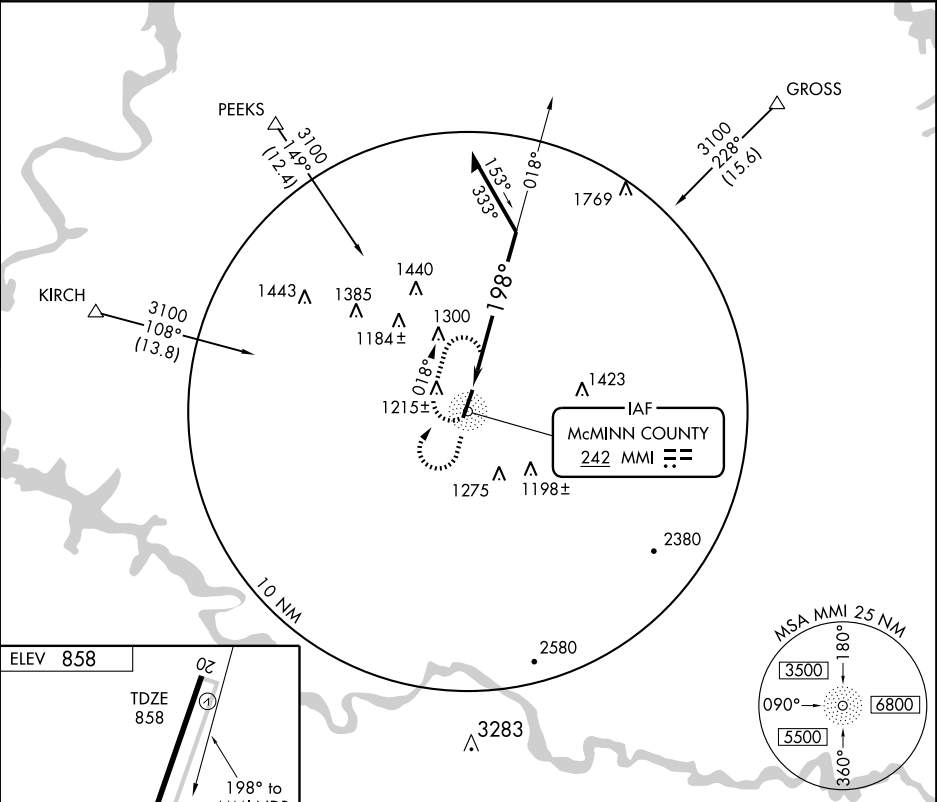
NDB	MMI	APP CRS	Rwy Idg	6450
<u>242</u>		198°	TDZE	858
			Apt Elev	858

NDB RWY 20

ATHENS/MCMINN COUNTY (MMI)

<div><div>▼</div><div>▲ NA</div></div> <div>If local altimeter setting not received, use Knoxville altimeter setting and increase all MDAs 120 feet. Visibility reduction by helicopters NA.</div>	MISSED APPROACH: Climb to 3100 then right turn direct MMI NDB and hold, continue climb-in-hold to 3100.
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AWOS-3 125.425	KNOXVILLE APP CON 123.9 353.6	GCO 121.725	UNICOM 122.8 (CTAF)
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REIL Rwy 2-20  
MIRL Rwy 2-20

3100	MMI 242	NDB	6000	018°	3100	198°	Remain within 10 NM
CATEGORY	A	B	C	D			
S-20	1940-1¼ 1082 (1100-1¼)	1940-1½ 1082 (1100-1½)	1940-3	1082 (1100-3)			
CIRCLING	1940-1¼ 1082 (1100-1¼)	1940-1½ 1082 (1100-1½)	1940-3	1082 (1100-3)			

APP CRS	Rwy Idg	<b>6450</b>
<b>202°</b>	TDZE	<b>858</b>
	Apt Elev	<b>858</b>

# RNAV (GPS) RWY 20

## ATHENS/MCMINN COUNTY (MMI)

**T**  
**A** NA If local altimeter setting not received, use Mcghee Tyson altimeter setting and increase all MDAs 120 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

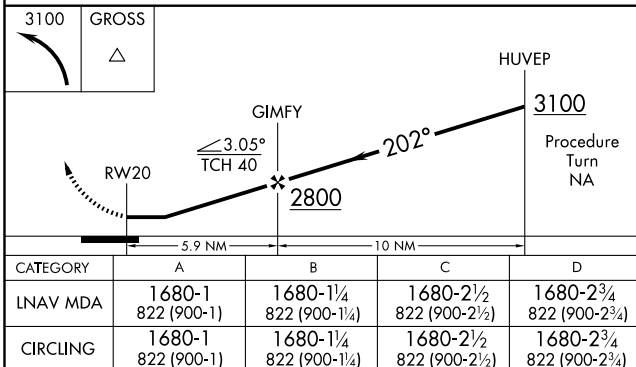
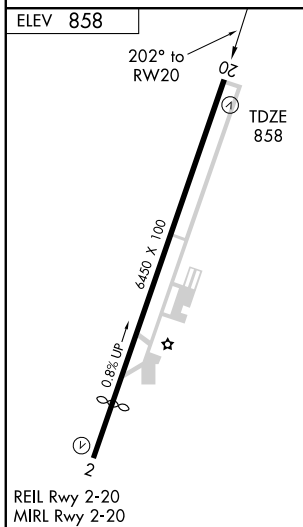
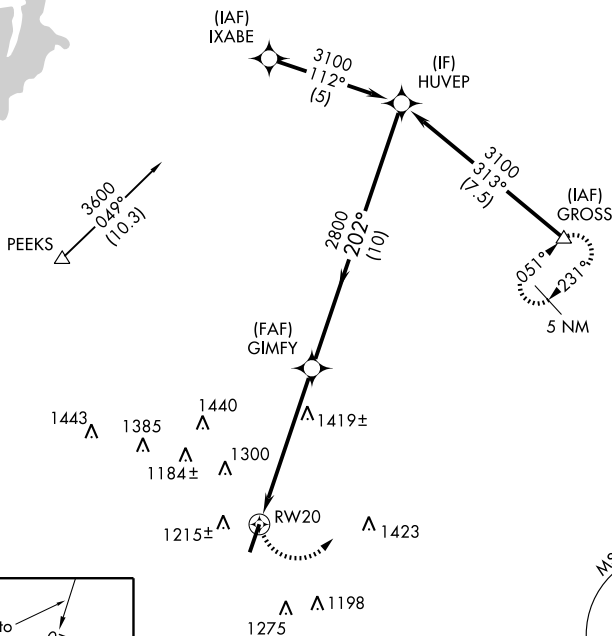
**MISSED APPROACH:** Climbing left turn to 3100 direct GROSS and hold.

AWOS-3  
125.425

KNOXVILLE APP CON  
123.9 353.6

GCO  
121.725

UNICOM  
**122.8** (CTAF)



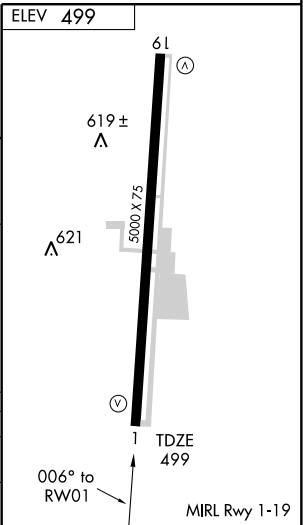
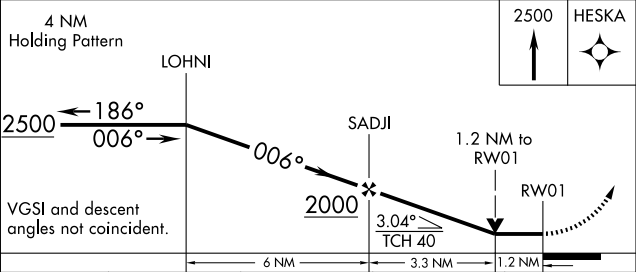
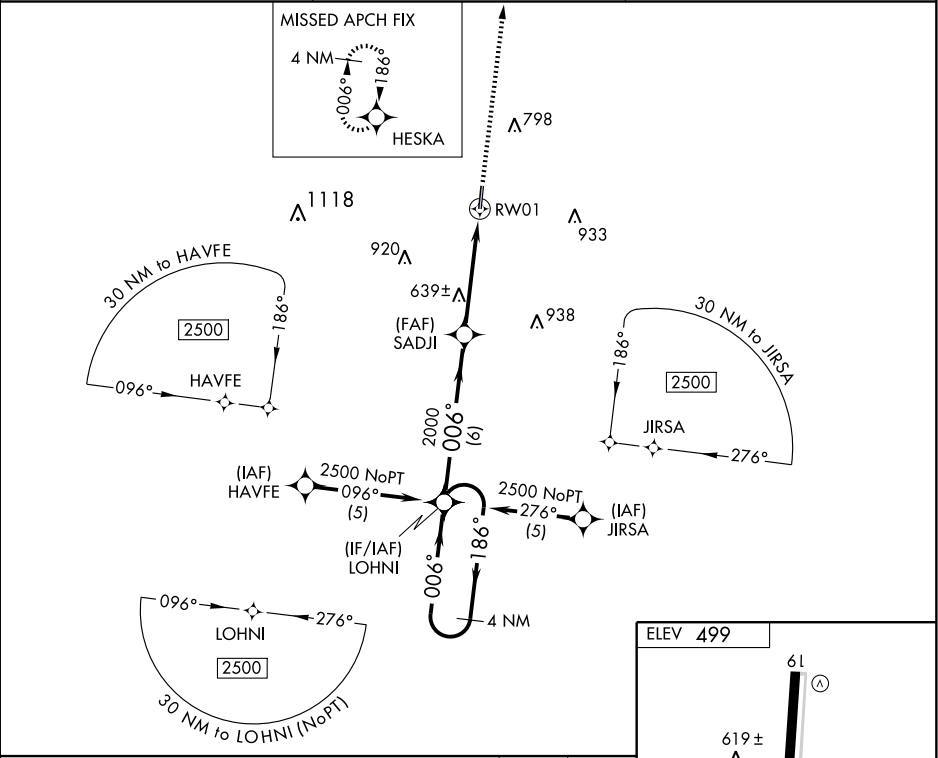
APP CRS	Rwy Idg	5000
006°	TDZE	499
	Apt Elev	499

RNAV (GPS) RWY 1

BOLIVAR / WILLIAM L. WHITEHURST FIELD (M08)

<p>▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.</p> <p>▲ NA When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 80 feet, increase LNAV Cat D visibility ¼ mile, and Circling Cat D ½ mile. VDP NA when using Jackson altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2500 direct HESKA and hold.</p>
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AWOS-3 121.125	MEMPHIS CENTER 124.35 239.3	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	900-1	401 (500-1)	900-1¼	401 (500-1¼)
CIRCLING	980-1	481 (500-1)	980-1½	1160-2
			481 (500-1½)	661 (700-2)





# AIRPORT DIAGRAM

AL-426 (FAA)

BRISTOL/TRI-CITIES RGNL TN/VA (TRI)  
BRISTOL-JOHNSON-KINGSPORT, TENNESSEE

ATIS 118.25  
TRI-CITY TOWER ★  
119.5 257.8  
GND CON  
121.7 348.6

▲ 1743±

JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.1° W

NORTH GA  
RAMP

TERMINAL

FIELD  
ELEV  
1519SOUTH GA  
RAMPCONTROL  
TOWERCORPORATE  
HANGARSCARGO  
RAMPCARGO  
TERMINAL

RWY 5-23  
S100, D150, ST175, DT210  
RWY 9-27  
S30, D50, DT95

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-1, 22 OCT 2009 to 19 NOV 2009

82° 25' W

82° 24' W

⚠

Circling not authorized northwest of Rwy 9 and 23.

⚠

Autopilot Coupled Approach not authorized below 1739' MSL.

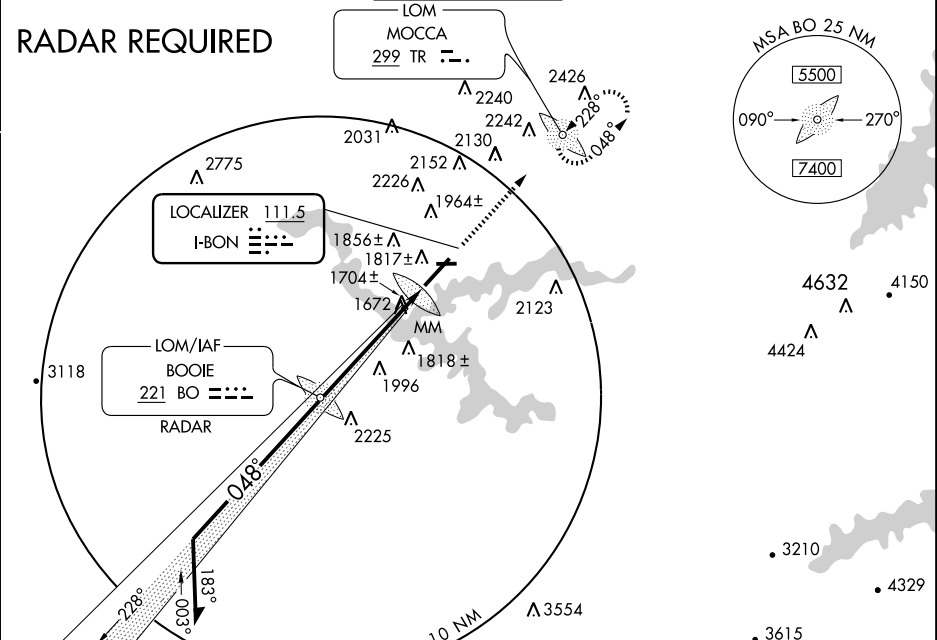
⚠

RADAR or ADF REQUIRED

MISSED APPROACH: Climb to 4100 direct MOCCA

LOM and hold.

ATIS 118.25	TRI-CITY APP CON ★ 134.425 317.5	TRI-CITY TOWER ★ 119.5 (CTAF) 257.8	GND CON 121.7 348.6	UNICOM 122.95
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LOC I-TRI	APP CRS	Rwy Idg	8000
109.9	228°	TDZE	1518
		Apt Elev	1519

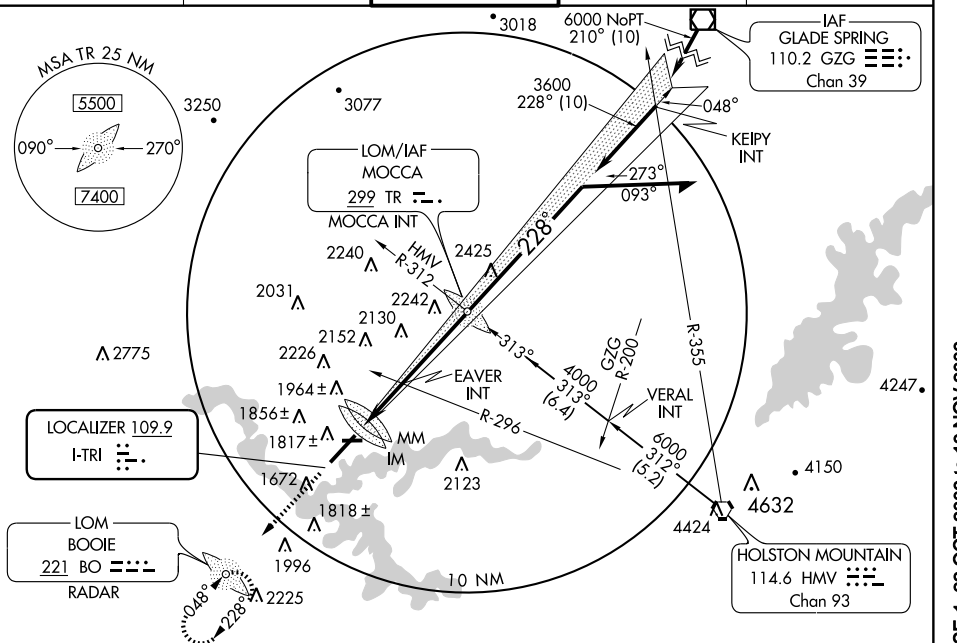
BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

CAUTION: Air traffic control tower 1634 feet MSL located 940 feet right of runway center line 3571 feet from runway threshold. Circling not authorized NW of Rwy 9 and 23. When control tower closed: 1. S-ILS-23 increase visibilities to RVR 4000 all Cats. 2. S-LOC-23 increase visibilities ½ mile all Cats. ADF OR RADAR REQUIRED

ALSF-2

MISSED APPROACH: Climb to 3800 direct BOOIE LOM/ RADAR and hold.

ATIS	TRI-CITY APP CON *	TRI-CITY TOWER *	GND CON	UNICOM
118.25	134.425 317.5	119.5 (CTAF) 257.8	121.7 348.6	122.95



ELEV 1519

Diagram of the 10 NM point and the 10 NM point. The diagram shows the 10 NM point and the 10 NM point. The diagram includes a 10 NM scale bar and a 10 NM scale bar.

3800 BO

ILS Unuseable inside threshold.

MOCCA LOM/INT

3509

048°

4000

228°

3600

GS 3.00° TCH 55

CATEGORY	A	B	C	D
S-ILS 23	1718/18 200 (200-½)			
S-LOC 23	2500/40 982 (1000-¾)	2500-1 982 (1000-1)	2500-2½ 982 (1000-2½)	
CIRCLING	2500-1¼ 981 (1000-1¼)	2500-1½ 981 (1000-1½)	2500-3 981 (1000-3)	
EAVAR INT MINIMUMS				
S-LOC 23	1980/24 462 (500-½)	1980/40 462 (500-¾)	1980/50 462 (500-1)	
CIRCLING	2340-1 821 (900-1)	2340-1¼ 821 (900-1¼)	2340-2½ 821 (900-2½)	2340-2¾ 821 (900-2¾)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

REIL Rwy 27

TDZ/CL Rwy 23

HIRL Rwy 5-23

MIRL Rwy 9-27

SE-1: 22 OCT 2009 to 19 NOV 2009

LOC I-TRI <b>109.9</b>	APP CRS <b>228°</b>	Rwy Idg TDZE Apt Elev	<b>8000</b> <b>1518</b> <b>1519</b>
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**ILS RWY 23 (CAT II)**

BRISTOL / TRI-CITIES RGNL TN/VA (TRI)



**CAUTION:** Air traffic control tower 1634 feet MSL located 940 feet right of runway center line 3571 feet from runway threshold. Circling not authorized NW of Rwy 9 and 23. When control tower closed, Cat. II not authorized.  
ADF OR RADAR REQUIRED



**MISSED APPROACH:** Climb to 3800 direct BOOIE LOM/RADAR and hold.

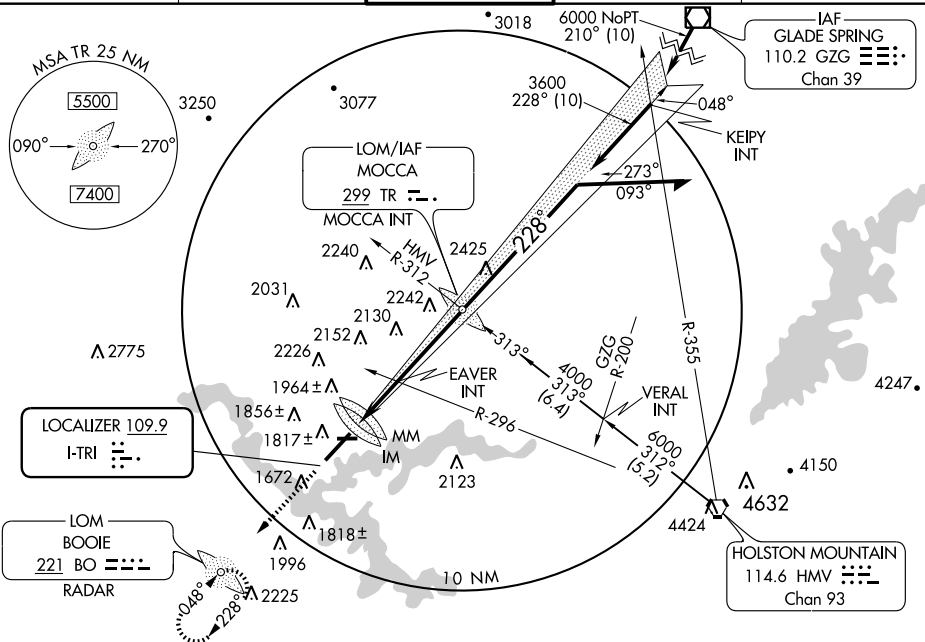
ATIS  
**118.25**

TRI-CITY APP CON ★  
**134.425 317.5**

TRI-CITY TOWER ★  
**119.5 (CTAF) 257.8**

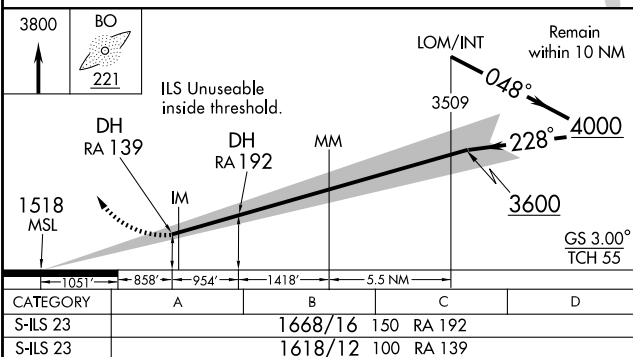
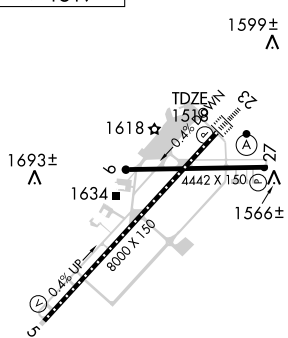
GND CON  
**121.7 348.6**

UNICOM  
**122.95**



SE-1, 22 OCT 2009 to 19 NOV 2009

ELEV 1519



**CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**

REIL Rwy 27  
TDZ/CL Rwy 23  
HIRL Rwy 5-23  
MIRL Rwy 9-27

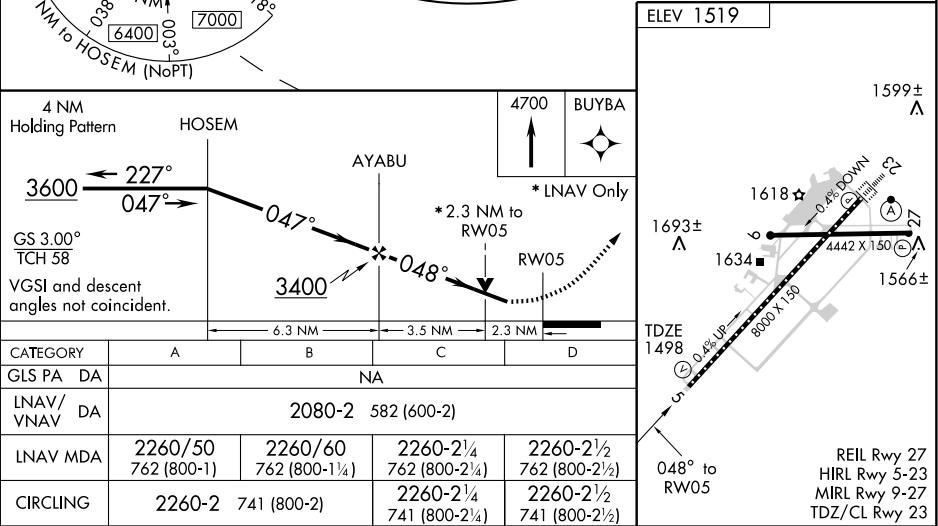
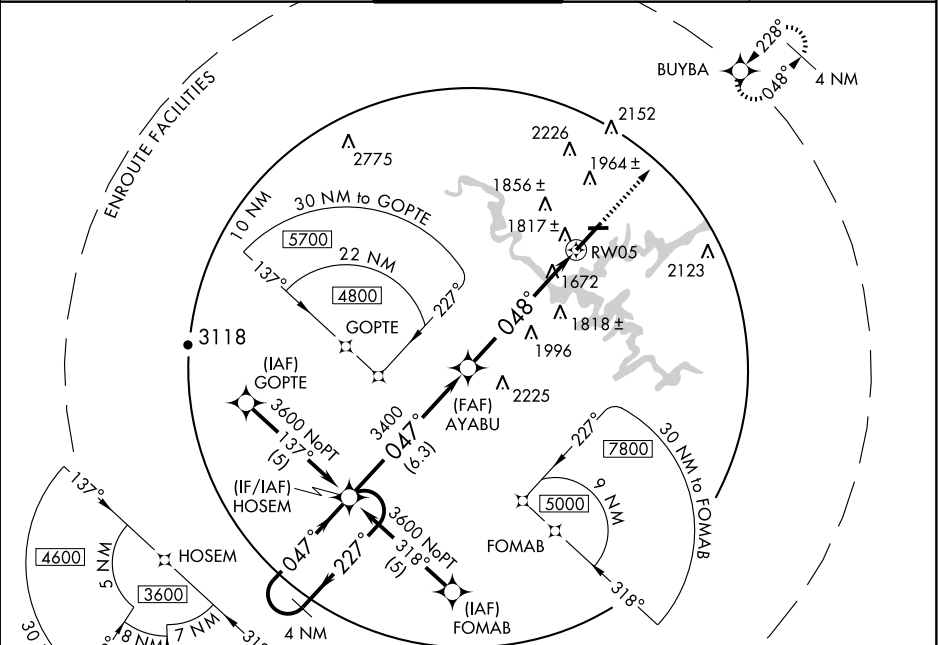
▼

NA

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro/VNAV NA below -18°C (0°F).  
Circling NA NW of Rwy 9 and 23. Circling to Rwy 9 NA at night.  
When VGSI inoperative, circling to Rwy 27 NA at night.

MISSED APPROACH: Climb to 4700 direct BUYBA WP and hold.

ATIS 118.25	TRI-CITY APP CON★ 134.425 317.5	TRI-CITY TOWER★ 119.5 (CTAF) 257.8	GND CON 121.7 348.6	UNICOM 122.95
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APP CRS	Rwy Idg	4442
094°	TDZE	1519
	Apt Elev	1519

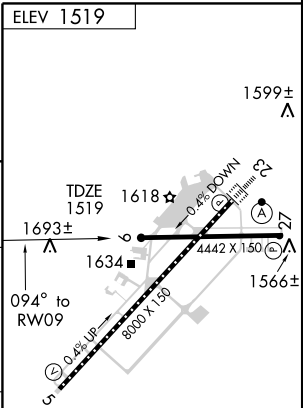
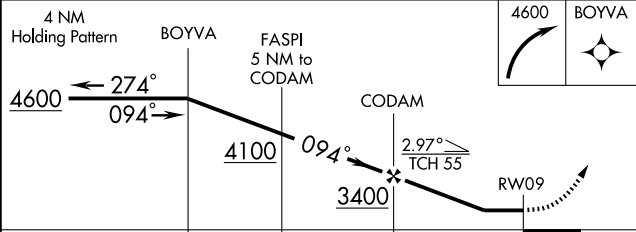
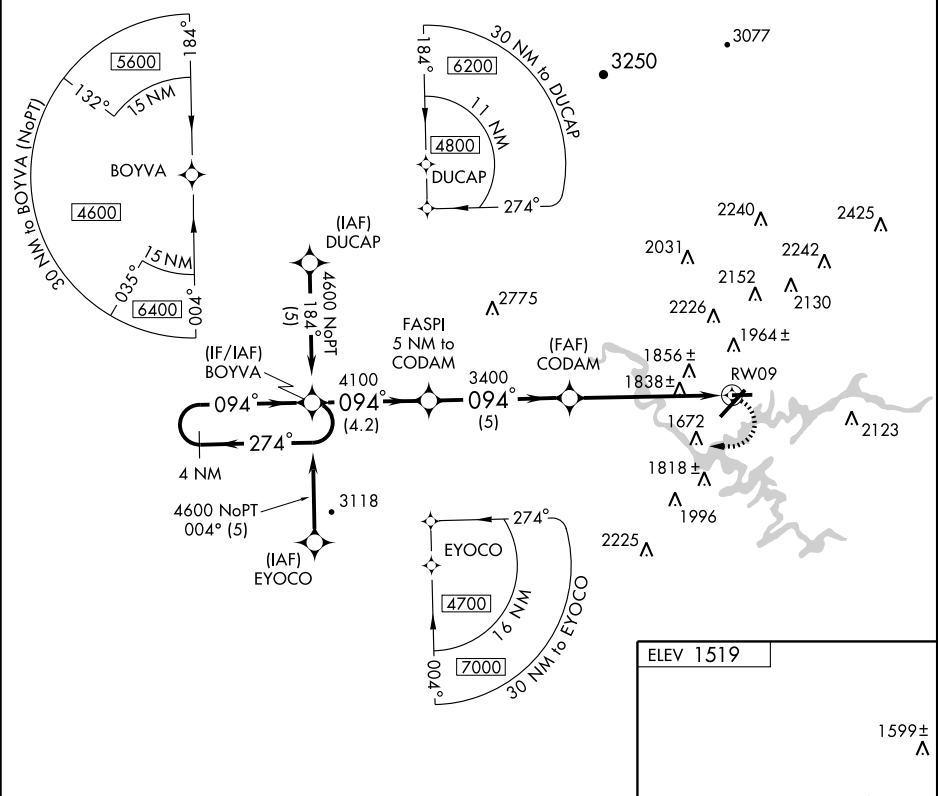
# RNAV (GPS) RWY 9

BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

**NA** When VGSI inoperative, circling to Rwy 27 NA at night.  
Straight-in Minimums NA at night.  
Circling NA NW of Rwys 9 and 23. Circling to Rwy 09 NA at night.  
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climbing right turn to 4600 direct BOYVA WP and hold.

ATIS <b>118.25</b>	TRI-CITY APP CON★ <b>134.425 317.5</b>	TRI-CITY TOWER★ <b>119.5 (CTAF) 257.8</b>	GND CON <b>121.7 348.6</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LNAV MDA	2100-1 581 (600-1)	2100-1½ 581 (600-1½)	2100-1¾ 581 (600-1¾)	2100-2 581 (600-2)
CIRCLING	2120-1 601 (700-1)	2120-1¾ 601 (700-1¾)	2120-2 601 (700-2)	2120-2 601 (700-2)

REIL Rwy 27  
HIRL Rwy 5-23  
MIRL Rwy 9-27  
TDZ/CL Rwy 23

APP CRS	Rwy Idg	4442
259°	TDZE	1518
	Apt Elev	1519

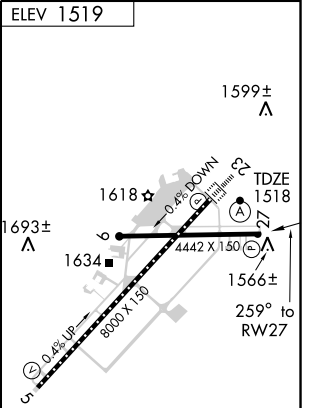
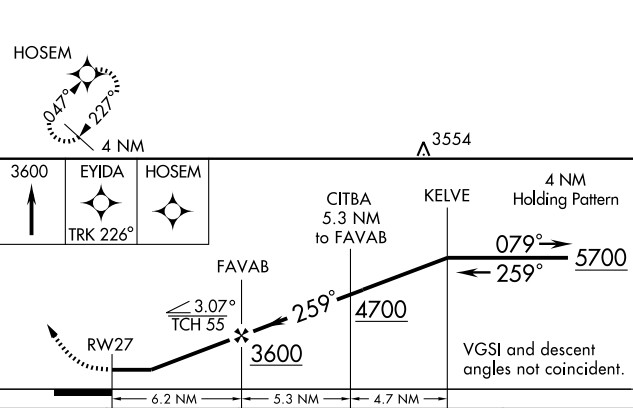
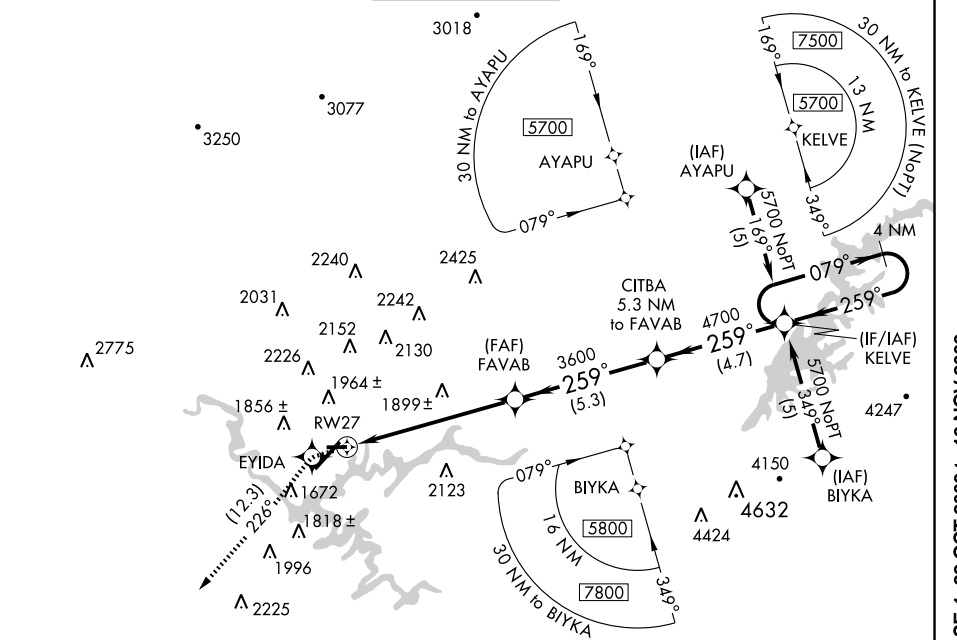
▼

NA

When VGSI inoperative, circling to Rwy 27 NA at night.  
Circling NA NW of Rws 9 and 23. Circling to Rwy 09 NA at night.  
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.  
Straight-in minimums NA at night.

MISSED APPROACH: Climb to 3600  
direct EYIDA WP and via 226° track  
to HOSEM WP and hold.

ATIS	TRI-CITY APP CON★	TRI-CITY TOWER★	GND CON	UNICOM
118.25	134.425 317.5	119.5 (CTAF) 257.8	121.7 348.6	122.95



CATEGORY	A	B	C	D
LNAV MDA	2180-1	662 (700-1)	2180-1¾ 662 (700-1¾)	2180-2 662 (700-2)
CIRCLING	2180-1	661 (700-1)	2180-1¾ 661 (700-1¾)	2180-2 661 (700-2)

REIL Rwy 27

HIRL Rwy 5-23

MIRL Rwy 9-27

TDZ/CL Rwy 23

SE-1: 22 OCT 2009 to 19 NOV 2009

APP CRS

Rwy Idg

228°

TDZE

8000

1518

Apt Elev

1519

RNAV (GPS) Y RWY 23

Bristol / Tri-Cities Rgnl TN/VA (TRI)

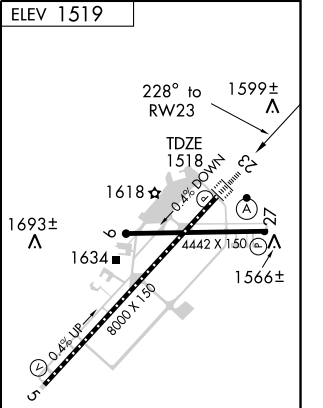
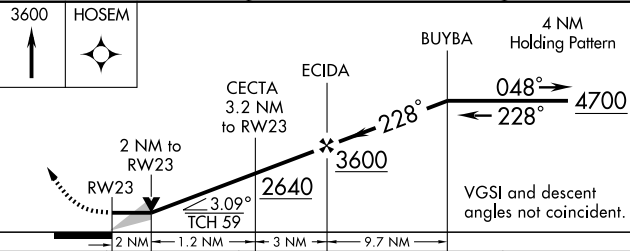
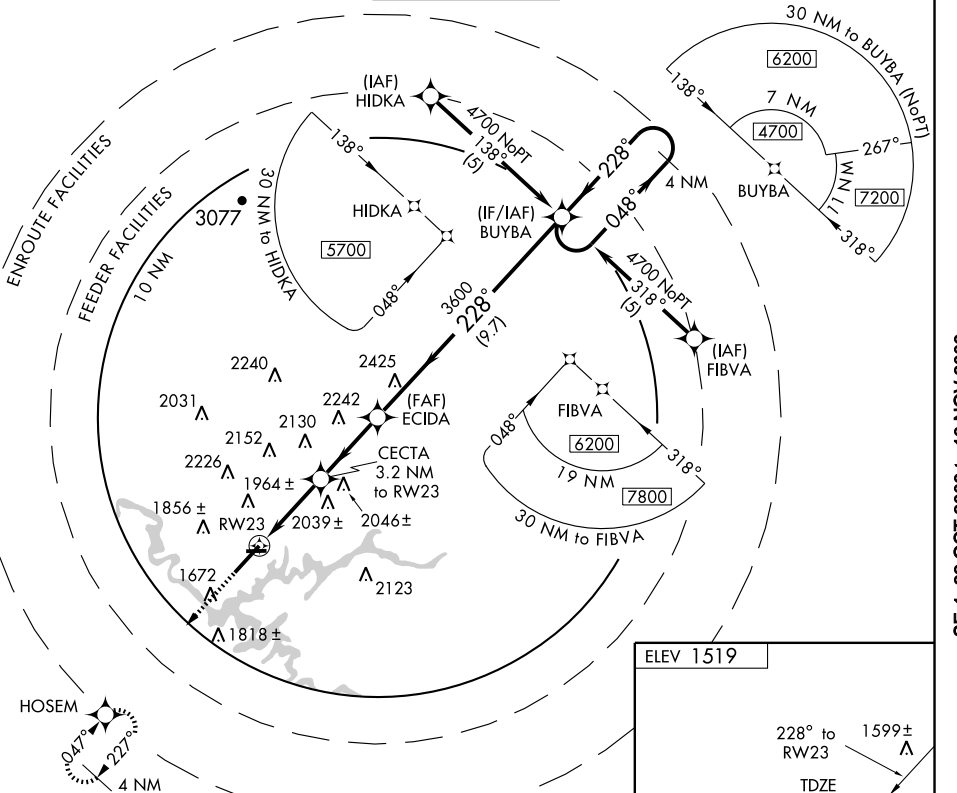
NA

Circle NA NW of Rwy 9 and 23. Circle to Rwy 09 NA at night. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. When VGSI inoperative, circling to Rwy 27 NA at night.

ALSF-2

MISSED APPROACH: Climb to 3600 direct HOSEM WP and hold.

ATIS 118.25	TRI-CITY APP CON★ 134.425 317.5	TRI-CITY TOWER★ 119.5 (CTAF) 257.8	GND CON 121.7 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D
LNAV MDA	2240/24	722 (800-1/2)	2240-1 1/2 722 (800-1 1/2)	2240-1 3/4 722 (800-1 3/4)
CIRCLING	2240-1	721 (800-1)	2240-2 721 (800-2)	2240-2 1/4 721 (800-2 1/4)

REIL Rwy 27

HIRL Rwy 5-23

MIRL Rwy 9-27

TDZ/CL Rwy 23



APP CRS	Rwy Idg	<b>8000</b>
<b>228°</b>	TDZE	<b>1518</b>
	Apt Elev	<b>1519</b>

RNAV (GPS) Z RWY 23  
BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

**T** Circling NA NW of Rwy 9 and 23. Circling to Rwy 09 NA at night.  
**Δ** NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.  
 Baro-VNAV NA below -18°C (0°F).  
 When VGSI inoperative, circling Rwy 27 NA at night.

ALSF-2



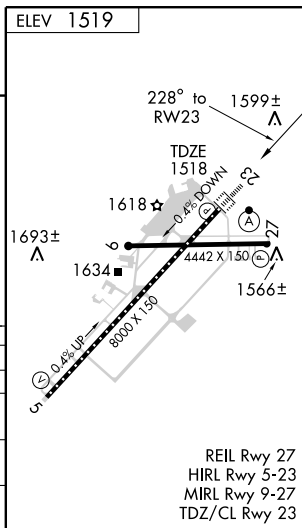
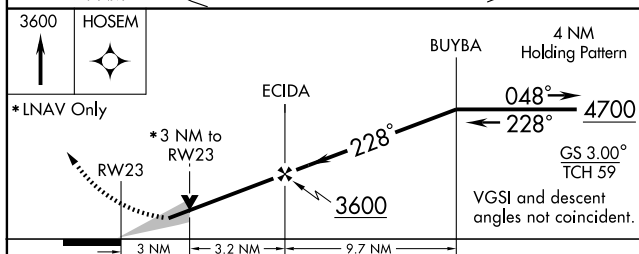
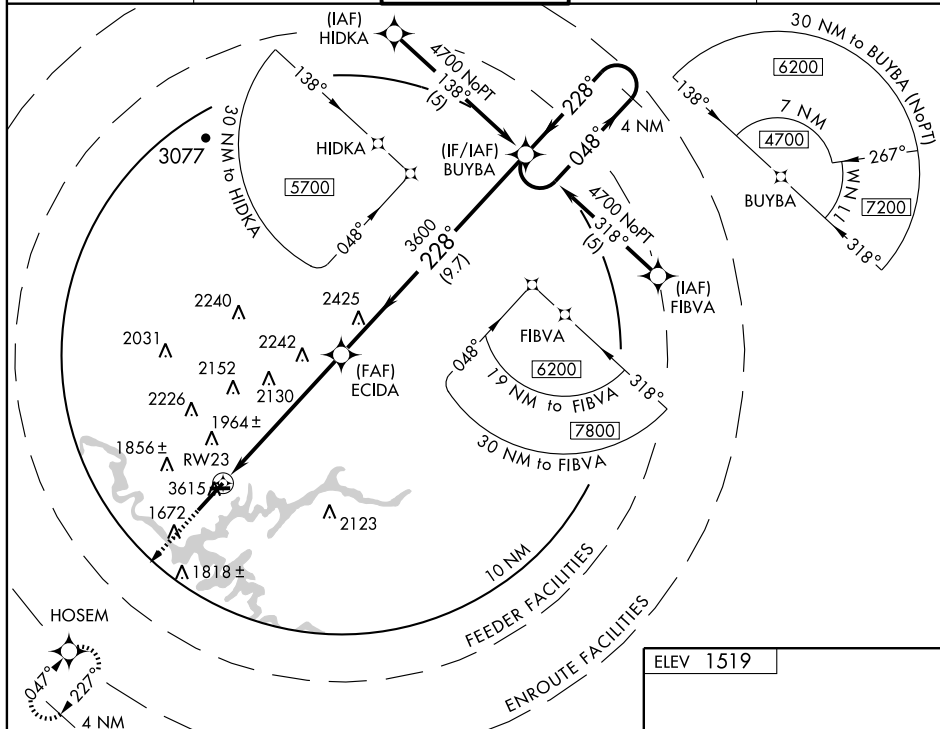
**MISSED APPROACH:** Climb to 3600  
direct HOSEM WP and hold.

ATIS  
**118.25**

TRI-CITY APP CON★  
134.425 317.5

TRI-CITY TOWER ★  
119.5 (CTAF) 257.8

GND CON  
121.7 348.6

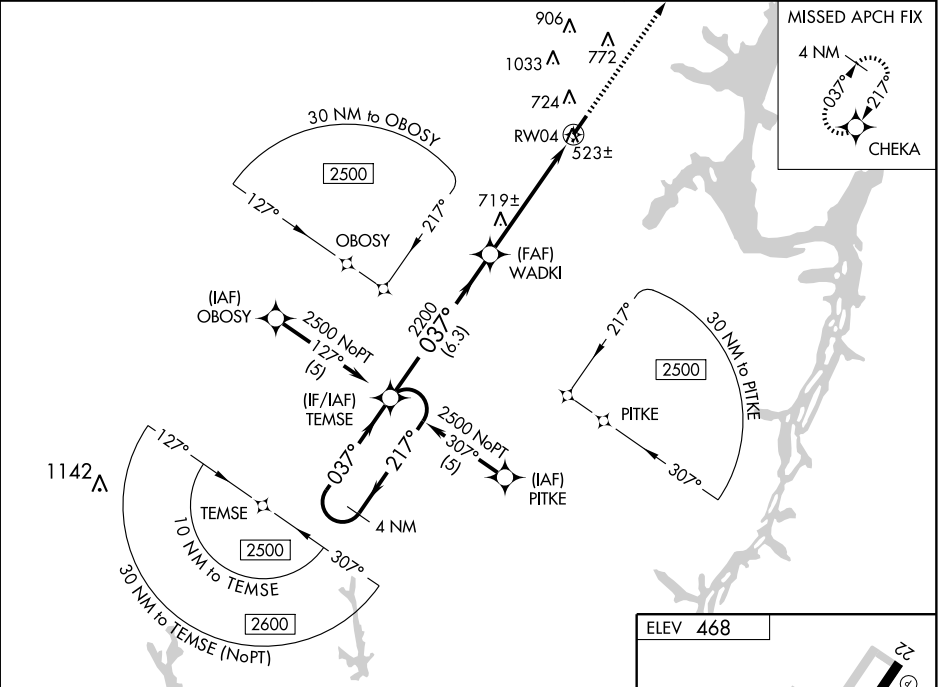
UNICOM  
122.95

WAAS CH <b>77814</b> <b>W04A</b>	APP CRS <b>037°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>468</b> <b>468</b>
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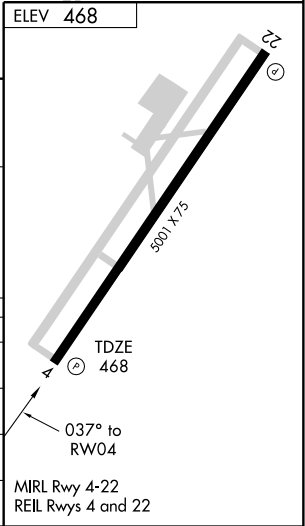
RNAV (GPS) RWY 4  
CAMDEN/ BENTON COUNTY (M4)

 NA Baro-VNAV NA. DME/DME RNP-0.3NA. Use Beech River Rgnl altimeter setting; when not received use Jackson altimeter setting and increase all DA 58 feet and all MDA 60 feet and increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¼ mile, and LNAV Cat C visibility ¼ mile.	MISSED APPROACH: Climb to 2500 direct CHEKA and hold.
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BEECH RIVER RGNL AWOS-3 <b>118.125</b>	MEMPHIS CENTER <b>125.85 379.25</b>	UNICOM <b>122.8 (CTAF)</b>
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident.		2500	CHEKA
2500		217°	037°	037°	
GS 3.00° TCH 40		TEMSE	WADKI	RW04	
		6.3 NM	5.2 NM		
CATEGORY	A	B	C	D	
LPV DA	771-1 303 (400-1)			NA	
LNAV/VNAV DA	944-1¾ 476 (500-1¾)			NA	
LNAV MDA	1040-1 572 (600-1)		1040-1½ 572 (600-1½)	NA	
CIRCLING	1140-1 672 (700-1)		1140-2 672 (700-2)	NA	



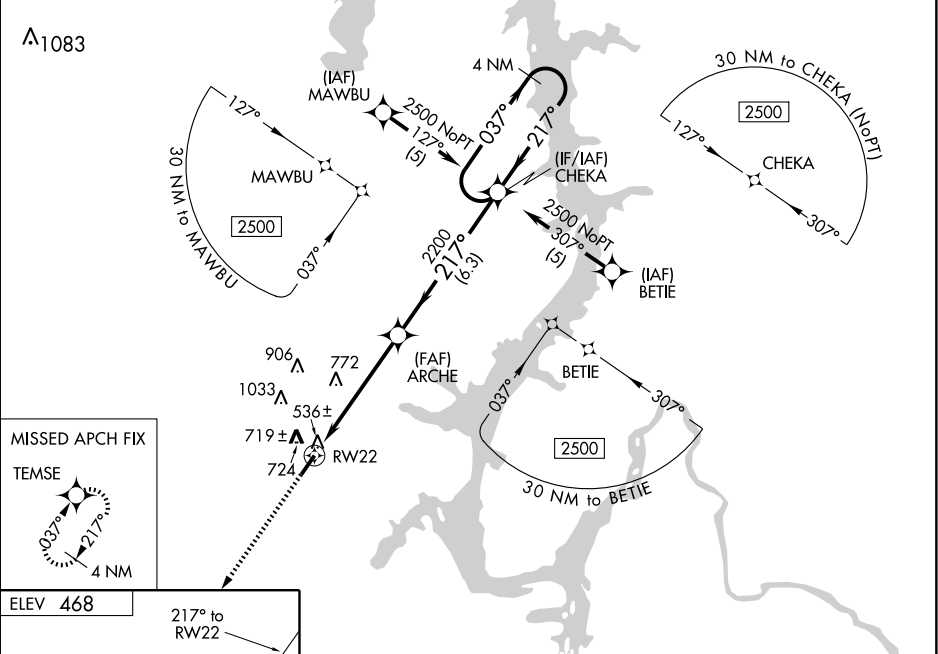
WAAS CH <b>82714</b> <b>W22A</b>	APP CRS <b>217°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>465</b> <b>468</b>
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AL-6386 (FAA)

# RNAV (GPS) RWY 22

CAMDEN/ BENTON COUNTY (ØM4)

<div><div><div>▼</div><div>NA</div></div><div>Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.</div><div>Use Beech River Rgnl altimeter setting; when not received, use Jackson altimeter setting and increase all DA 58 feet and all MDA 60 feet and increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¼ mile, and LNAV Cat C visibility ¼ mile.</div></div>	MISSED APPROACH: Climb to 2500 direct TEMSE and hold.	
BEECH RIVER RGNL AWOS-3 118.125	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF)



	2500	TEMSE	VGSI and RNAV glidepath not coincident.			
	↑	✧	4 NM Holding Pattern			
			RW22			
			ARCHE			
			CHEKA			
			2200			
			5.3 NM			
			6.3 NM			
CATEGORY	A	B	C	D		
LPV DA	833-1¼		368 (400-1¼)		NA	
LNAV/VNAV DA	980-1¾		515 (600-1¾)		NA	
LNAV MDA	1080-1		615 (700-1)		1080-1¾ 615 (700-1¾)	
CIRCLING	1140-1		672 (700-1)		1140-2 672 (700-2)	

VOR/DME JKS	APP CRS	Rwy Idg	5001
109.4	023°	TDZE	468
Chan 31		Apt Elev	468

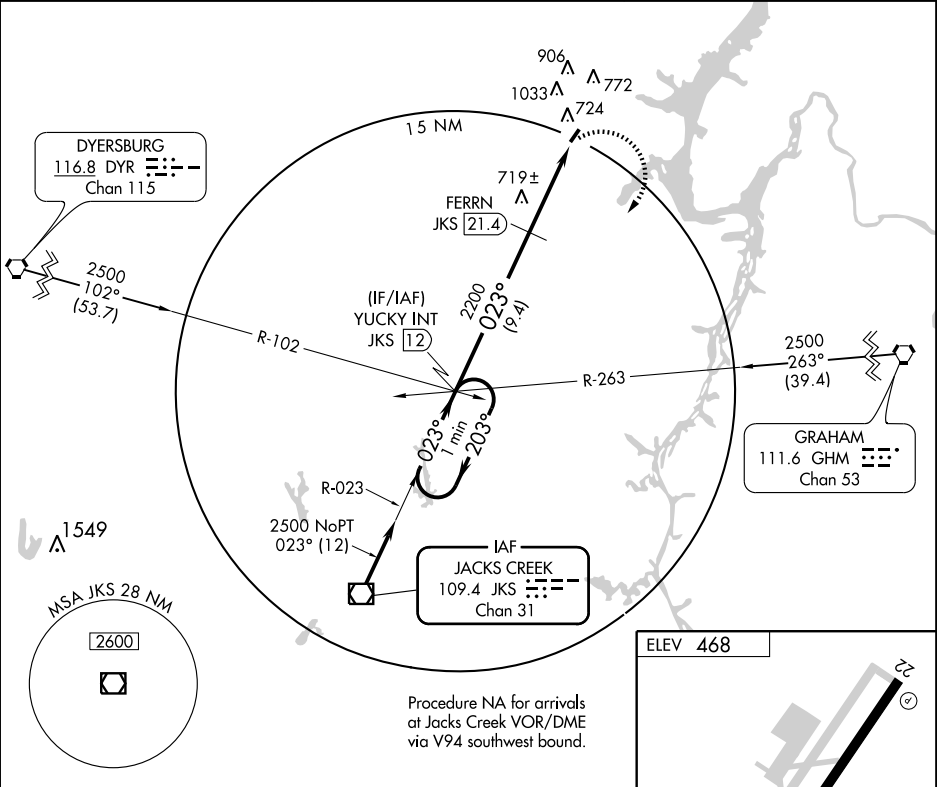
VOR/DME RWY 4  
CAMDEN/ BENTON COUNTY (M4)

**NA**

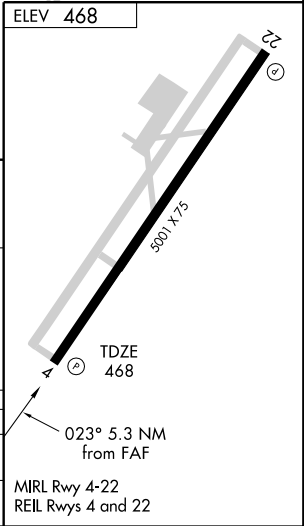
Visibility reduction by helicopters NA.  
Use Beech River Rgnl altimeter setting; when not received use Jackson altimeter setting and increase all MDA 60 feet and S-4 Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 via JKS VOR/DME R-023 to YUCKY INT/JKS 12 DME and hold.

BEECH RIVER RGNL AWOS-3 118.125	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF)
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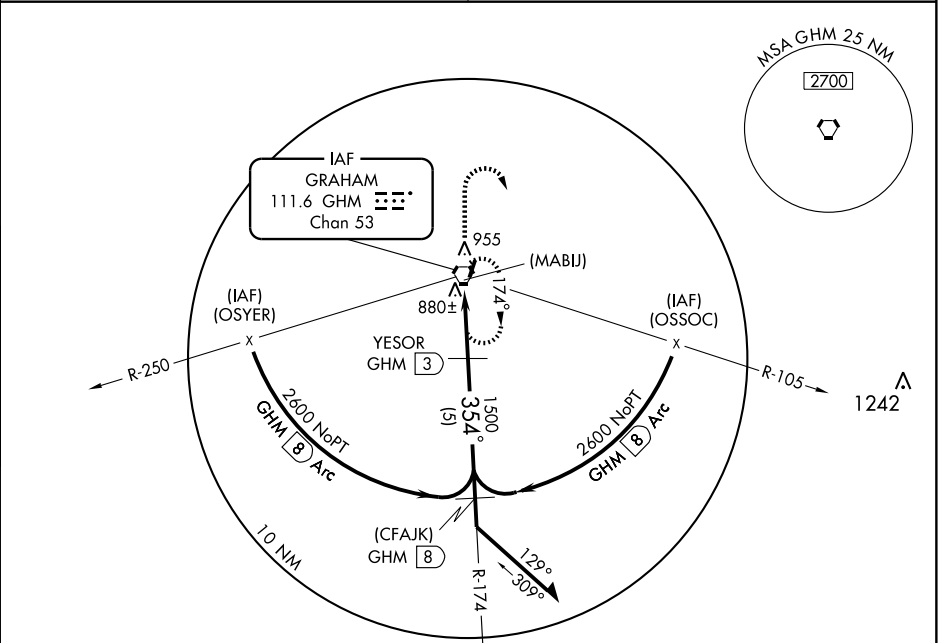
One Minute Holding Pattern		VGS1 and descent angles not coincident.		2500 JKS R-023	YUCKY INT
YUCKY INT JKS 12		FERRN JKS 21.4		JKS 26.7	
2500 ← 203°		2200		3.00° TCH 40	
023° →		9.4 NM		5.3 NM	
CATEGORY	A	B	C	D	
S-4	1040-1 572 (600-1)	1040-1¼ 572 (600-1¼)	1040-1½ 572 (600-1½)	NA	
CIRCLING	1140-1 672 (700-1)	1140-1¼ 672 (700-1¼)	1140-2 672 (700-2)	NA	



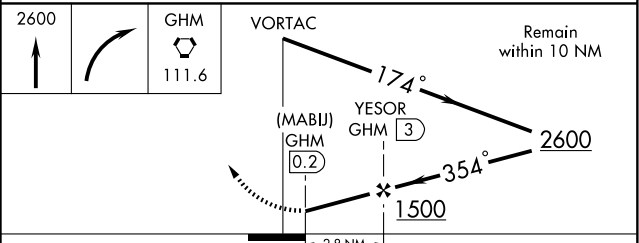
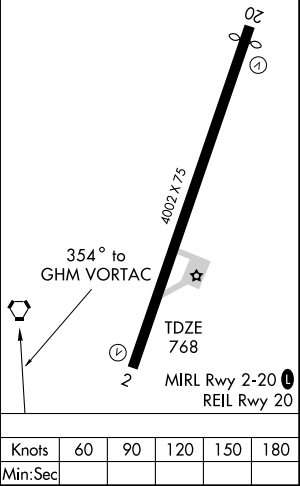
VORTAC GHM	APP CRS	Rwy Idg	4002
111.6	354°	TDZE	768
Chan 53		Apt Elev	768

VOR/DME or GPS RWY 2  
CENTERVILLE MUNI (GHM)

<p>▼ NA</p> <p>Obtain local altimeter on CTAF, if not received use Nashville altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2600 then right turn direct GHM VORTAC and hold.</p>
<p>MEMPHIS CENTER</p> <p>125.85 381.4</p>	<p>UNICOM</p> <p>122.8 (CTAF) <b>L</b></p>



ELEV 768	Rwy 20 Idg 3752'
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CATEGORY	A	B	C	D
S-2	1140-1 372 (400-1)			1140-1¼ 372 (400-1¼)
CIRCLING	1240-1 472 (500-1)		1240-1½ 472 (500-1½)	1320-2 552 (600-2)
NASHVILLE ALTIMETER SETTING MINIMUMS				
S-2	1320-1 552 (600-1)		1320-1½ 552 (600-1½)	1320-1¾ 552 (600-1¾)
CIRCLING	1420-1 652 (700-1)		1420-1¾ 652 (700-1¾)	1420-2 652 (700-2)

VORTAC GHM <b>111.6</b> Chan <b>53</b>	APP CRS <b>355°</b>	Rwy Idg <b>4002</b> TDZE <b>768</b> Apt Elev <b>768</b>
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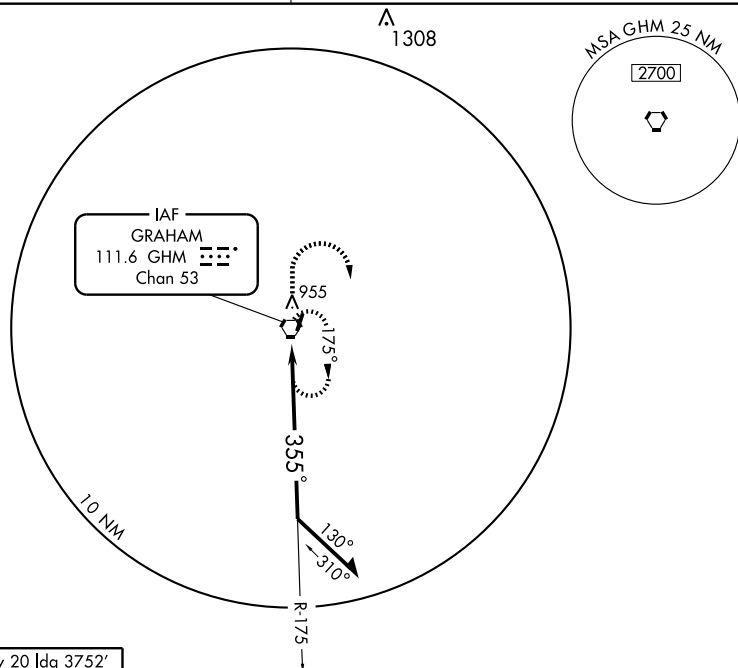
VOR RWY 2  
CENTERVILLE MUNI (GHM)

<b>T</b>	Obtain local altimeter on CTAF, if not received
<b>A</b> NA	use Nashville altimeter setting.

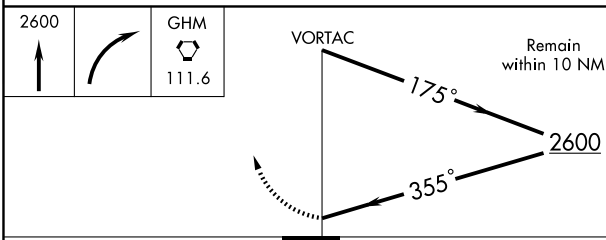
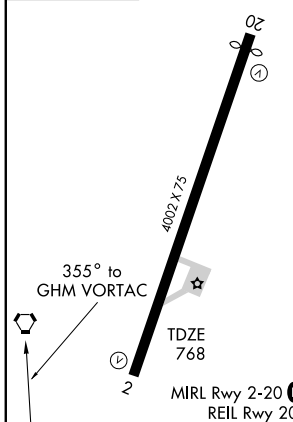
**MISSED APPROACH:** Climb to 2600 then right turn direct GHM VORTAC and hold.

MEMPHIS CENTER  
125.85 381.4

UNICOM  
**122.8** (CTAF) **L**



ELEV 768	Rwy 20 Idg 3752'
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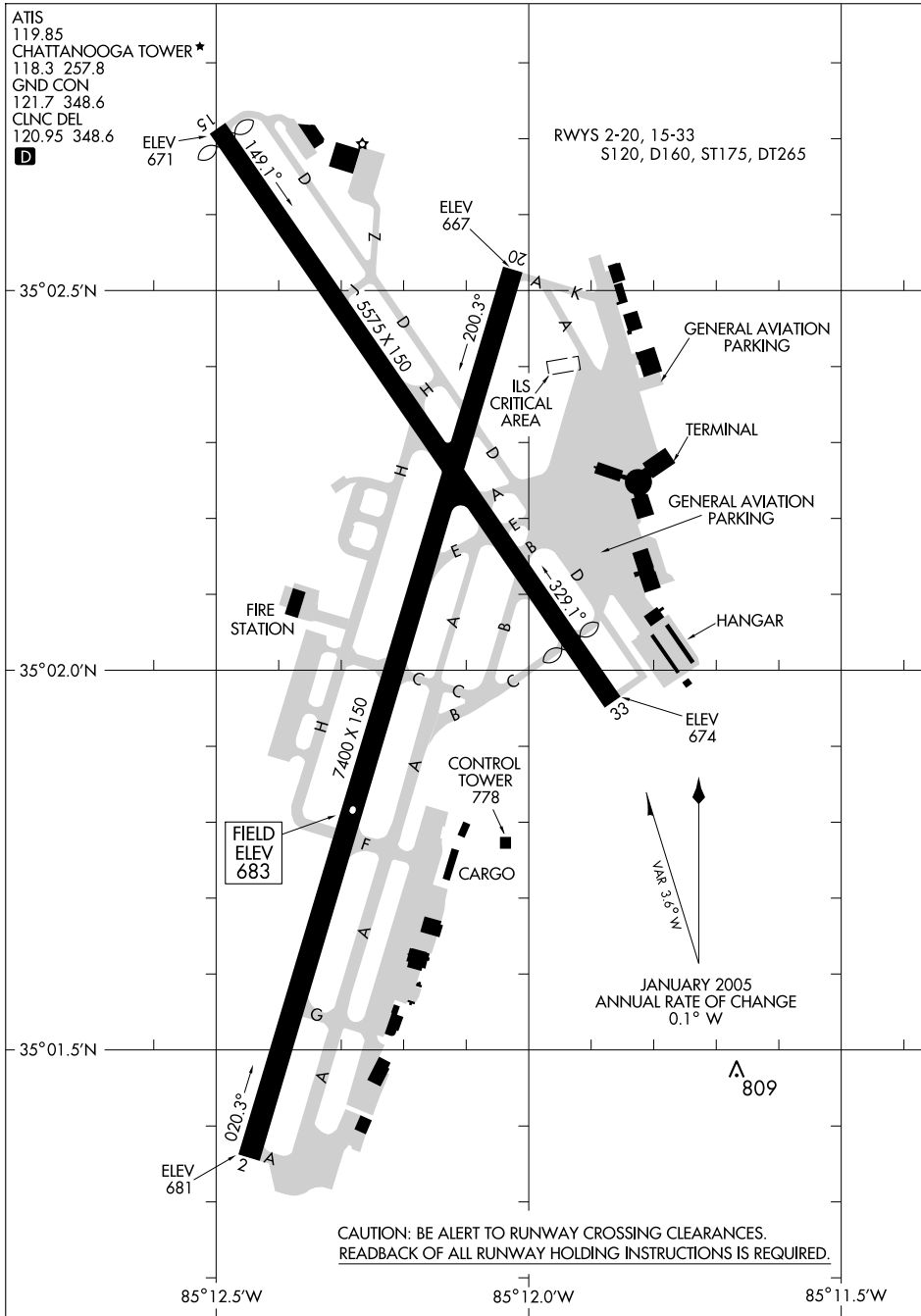


CATEGORY	A	B	C	D
S-2	1240-1 472 (500-1)		1240-1¼ 472 (500-1¼)	1240-1½ 472 (500-1½)
CIRCLING	1240-1 472 (500-1)		1240-1½ 472 (500-1½)	1320-2 552 (600-2)
NASHVILLE ALTIMETER SETTING MINIMUMS				
S-2	1440-1 672 (700-1)		1440-2 672 (700-2)	1440-2¼ 672 (700-2¼)
CIRCLING	1440-1 672 (700-1)		1440-2 672 (700-2)	1440-2¼ 672 (700-2¼)

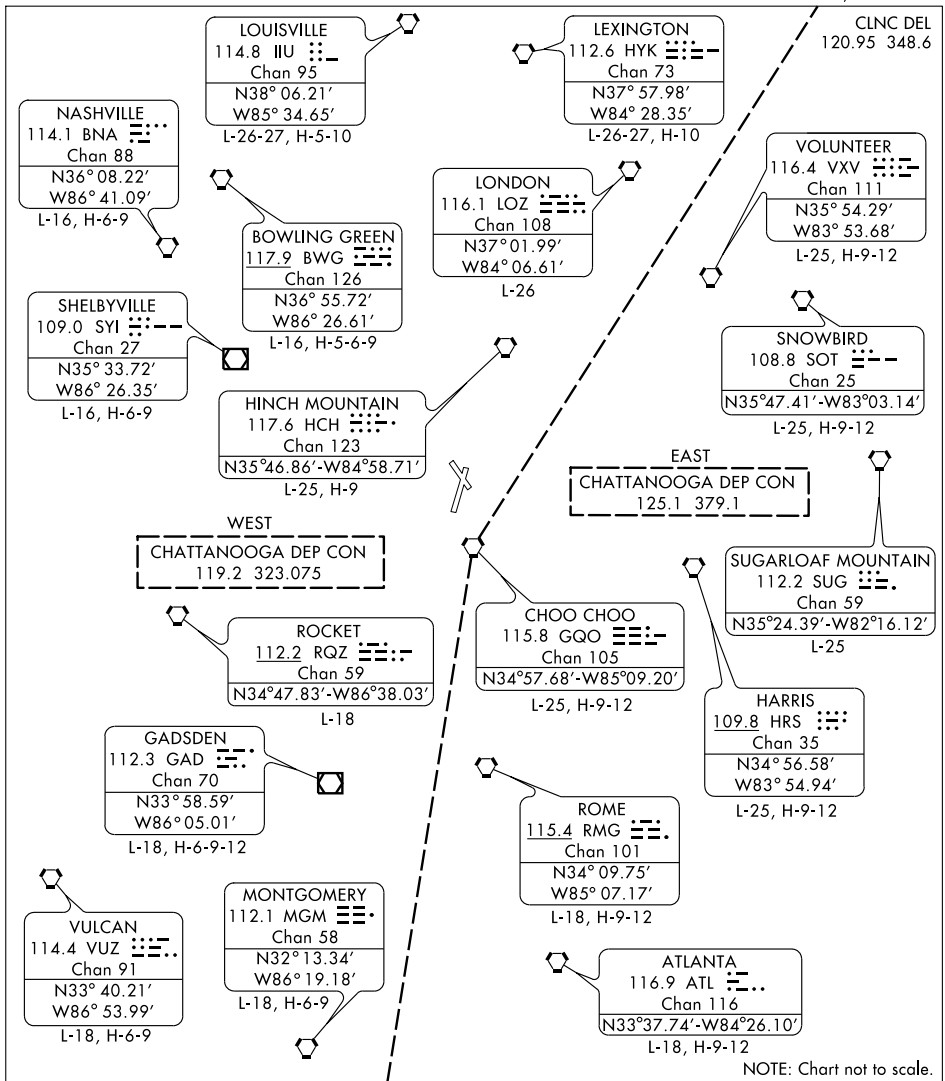
# AIRPORT DIAGRAM

AL-79 (FAA)

CHATTANOOGA/LOVELL FIELD (CHA)  
CHATTANOOGA, TENNESSEE



SE-1, 22 OCT 2009 to 19 NOV 2009



## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RUNWAYS 2 and 20:** Maintain runway heading for departure vectors. Thence....

....Via vector to join assigned route. Maintain 5000 feet or assigned lower altitude. Expect further clearance to filed altitude ten minutes after departure.



LOC I-CGW <b><u>108.3</u></b>	APP CRS <b>019°</b>	Rwy Idg TDZE Apt Elev	<b>7201</b> <b>682</b> <b>682</b>
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ILS or LOC RWY 2  
CHATTANOOGA/LOVELL FIELD (CHA)

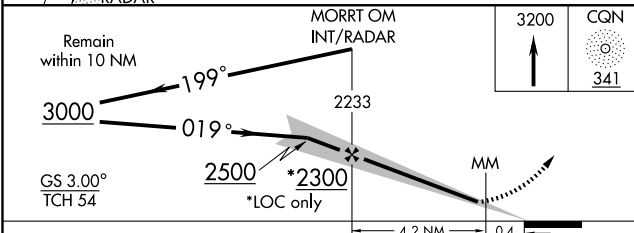
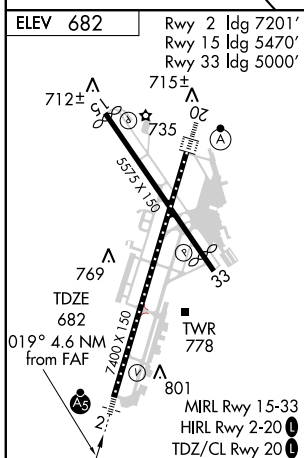
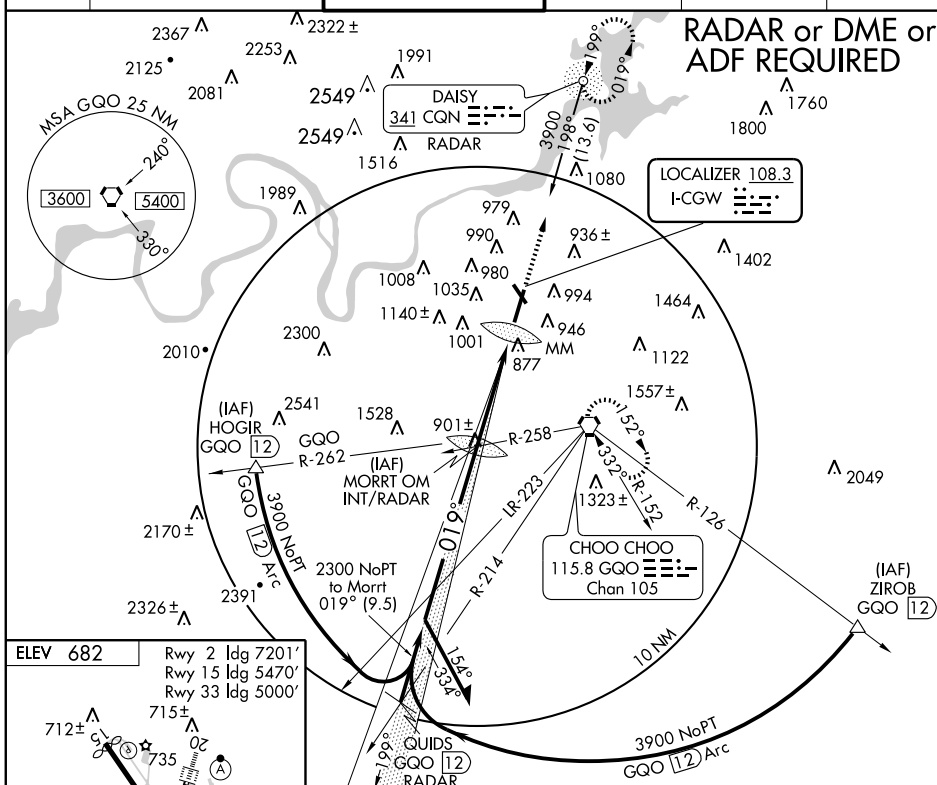
**▼** If local altimeter setting not received, use Dalton altimeter setting: increase DA to 944 feet, increase all MDAs 80 feet. Circling to Rwy 15/33 NA when contr tower closed. Glideslope unusable beyond 4 degrees left of course. Autopilot coupled approaches not authorized below 945' MSL. ADF Required.


MALSR

**MISSED APPROACH:** Climb to 3200 direct CQN NDB and hold, continue climb-in-hold to 3200.



ATIS 119.85	CHATTANOOGA APP CON ★ 125.1 379.1	CHATTANOOGA TOWER ★ 118.3 (CTAF) 0 257.8	GND CON 121.7 348.6	CLNC DEL 120.95 348.6	UNICOM 122.95
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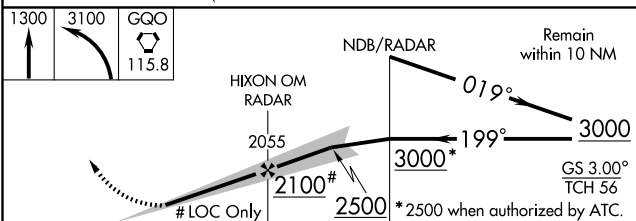
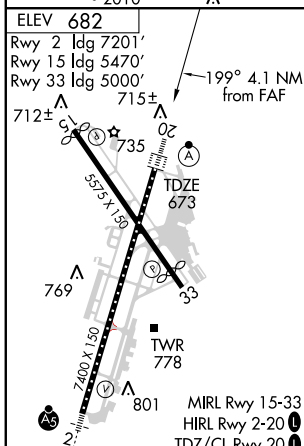
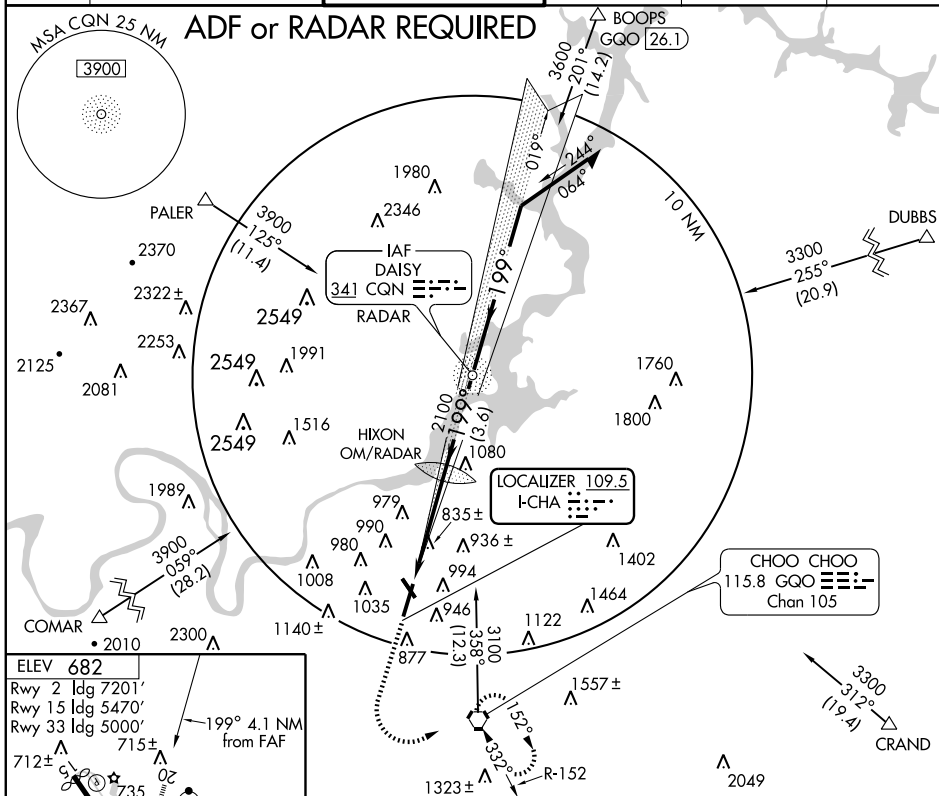


	MIRL Rwy 15-33					CATEGORY	A		B		C		D	
	MIRL Rwy 2-20					S-ILS 2	882/24 200 (200-½)							
	TDZ/CL Rwy 20					S-LOC 2	1200/24		518 (600-½)		1200/50		1200/60	
	FAF to MAP 4.6 NM					CIRCLING	1300-1		1340-1		1340-2		1460-2¾	
	Knots	60	90	120	150		180	618 (700-1)		658 (700-1)		658 (700-2)		778 (800-2¾)
Min:Sec	4:36	3:04	2:18	1:50	1:32									

LOC I-CHA <b><u>109.5</u></b>	APP CRS <b>199°</b>	Rwy Idg <b>7400</b> TDZE <b>673</b> Apt Elev <b>682</b>
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ILS or LOC RWY 20  
CHATTANOOGA/LOVELL FIELD (CHA)

 <b>ASR</b>	If local altimeter setting not received, use Dalton altimeter setting: increase DA to 935 feet, increase all MDAs 80 feet. Circling to Rwy 15/33 NA when control tower closed.			 <b>ALSF-2</b>	MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct GQO VORTAC and hold; continue climb-in-hold to 3100.		
	ATIS <b>119.85</b>	CHATTANOOGA APP CON ★ <b>125.1 379.1</b>	CHATTANOOGA TOWER ★ <b>118.3 (CTAF) 0 257.8</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>120.95 348.6</b>	UNICOM <b>122.95</b>	



<div>4.1 NM</div> <div>3.6 NM</div>	MIRL Rwy 15-33				CATEGORY				A		B		C		D			
	HIRL Rwy 2-20				S-ILS 20				873/18				200 (200-½)					
	TDZ/CL Rwy 20				S-LOC 20				1100/24				427 (500-½)		1100/40 427 (500-¾)		1100/50 427 (500-1)	
	FAF to MAP 4.1 NM				CIRCLING				1300-1 618 (700-1)		1340-1 658 (700-1)		1340-1¾ 658 (700-1¾)		1460-2½ 778 (800-2½)			
	Knots	60	90	120	150	180												
Min:Sec	4:06	2:44	2:03	1:38	1:22													

LOC I-CHA <b><u>109.5</u></b>	APP CRS <b>199°</b>	Rwy Idg TDZE Apt Elev	<b>7400</b> <b>673</b> <b>682</b>
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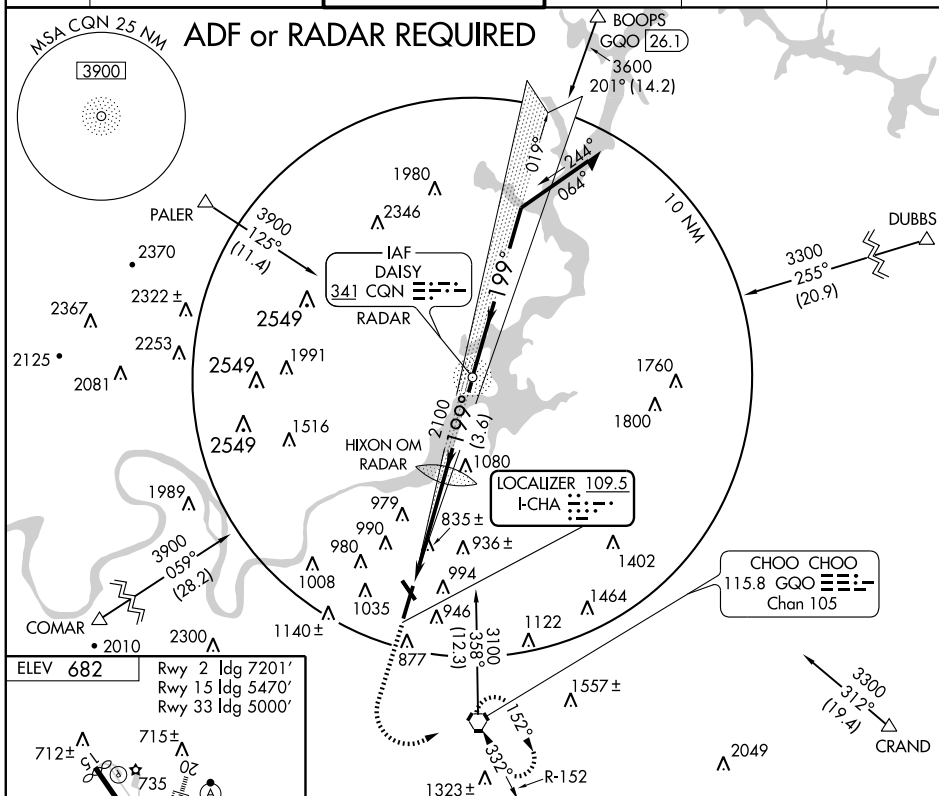
**ILS RWY 20 (CAT II)**  
**CHATTANOOGA/LOVELL FIELD (CHA)**

<b>T</b>	When control tower closed, Cat. II ILS NA.
<b>A</b>	Cat. II ILS NA when using Dalton altimeter setting.
<b>ASR</b>	

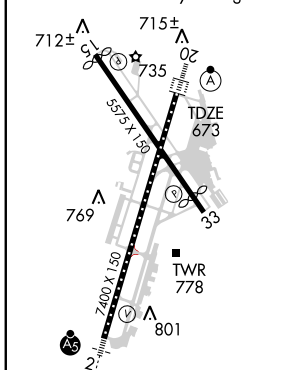


**MISSED APPROACH:** Climb to 1300 then climbing left turn to 3100 direct GQO VORTAC and hold; continue climb-in-hold to 3100.

ATIS <b>119.85</b>	CHATTANOOGA APP CON ★ <b>125.1 379.1</b>	CHATTANOOGA TOWER ★ <b>118.3 (CTAF) 0 257.8</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>120.95 348.6</b>	UNICOM <b>122.95</b>
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ELEV 682	Rwy 2 ldg 7201'
	Rwy 15 ldg 5470'
	Rwy 33 ldg 5000'

[illegible]

CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

MIRL Rwy 15-33  
HIRL Rwy 2-20 **L**  
TDZ/CL Rwy 20 **L**

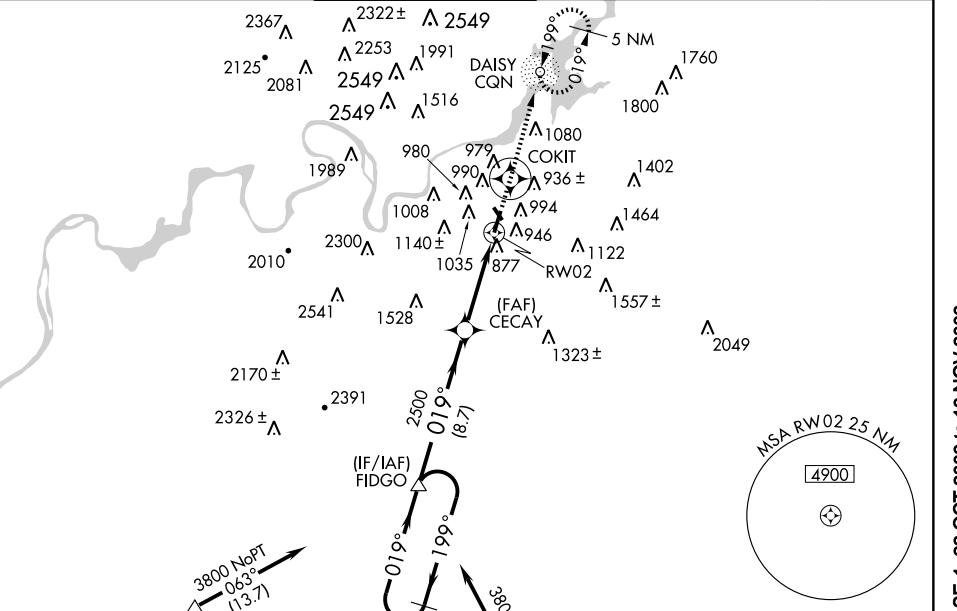
If local altimeter setting not received, use Dalton altimeter setting: increase LPV DA to 1058 feet, increase LNAV/VNAV DA to 1243 feet; increase all MDAs 80 feet.

For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats. DME/DME RNP-0.3 NA. Circling to Rwy 15/33 NA when control tower closed. Baro VNAV and VDP NA when using Dalton altimeter setting. Baro-VNAV NA below -16°C (4°F).

MALSR

MISSED APPROACH:  
Climb to 3200 direct COKIT and via 018° track to CQN NDB and hold.

ATIS	CHATTANOOGA APP CON *	CHATTANOOGA TOWER *	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) 257.8	121.7 348.6	120.95 348.6	122.95



(IAF) ADMIT

4 NM

Holding Pattern

3800

199°

019°

FIDGO

3200

COKIT

TRK 018°

CQN

CECAY

\*1.5 NM to RW02

RW02

\*LNAV Only.

2500

8.7 NM

4 NM

1.5 NM

CATEGORY	A	B	C	D
LPV DA		996/24	314 (400-½)	
LNAV/VNAV DA		1181/60	499 (500-1¼)	
LNAV MDA	1200/24	518 (600-½)	1200/50 518 (600-1)	1200/60 518 (600-1¼)
CIRCLING	1300-1¾ 618 (700-1¾)	1340-1¾	658 (700-1¾)	1460-2½ 778 (800-2½)

GS 3.00°  
TCH 54

4 NM

(IAF) DUMBB

4 NM

33-4

16.3

North

ELEV 682

Rwy 2 Idg 7201'

Rwy 15 Idg 5470'

Rwy 33 Idg 5000'

712±

715±

735

5575 X 150

769

778

TWR

801

TDZE 682

019° to RW02

MIRL Rwy 15-33

HIRL Rwy 2-20

TDZ/CL Rwy 20

▼

▲

ASR

If local altimeter setting not received, use Dalton Muni altimeter setting and increase all MDAs 80 feet. Procedure NA when control tower closed. When VGSINOP, straight-in/circling Rwy 15 NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3300 direct LONYI and via 148° track to IYODA and hold.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) 257.8	121.7 348.6	120.95 348.6	122.95

5 NM Holding Pattern		HEXEX	3300	LONYI	TRK 148°	IYODA
4100		327°	147°	3600	147°	3100
VGSI and descent angles not coincident.		CIKSA	SUCOR	ICEKE 3.8 NM to RW15	1960	RW15
		4.1 NM	1.9 NM	3.6 NM	3.8 NM	
CATEGORY	A	B	C	D		
LNAV MDA	1420-1 749 (800-1)	1420-1¼ 749 (800-1¼)	1420-2¼ 749 (800-2¼)	1420-2½ 749 (800-2½)		
CIRCLING	1420-1 738 (800-1)	1420-1¼ 738 (800-1¼)	1420-2¼ 738 (800-2¼)	1460-2½ 778 (800-2½)		

SE-1, 22 OCT 2009 to 19 NOV 2009

WAAS CH <b>70305</b> <b>W20A</b>	APP CRS <b>199°</b>	Rwy Idg TDZE Apt Elev	<b>7400</b> <b>673</b> <b>682</b>
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RNAV (GPS) RWY 20  
CHATTANOOGA/LOVELL FIELD (CHA)

If local altimeter setting not received, use Dalton altimeter setting: increase LPV DA to 992 feet; increase LNAV/VNAV DA to 1342 feet; increase all MDAs 80 feet.

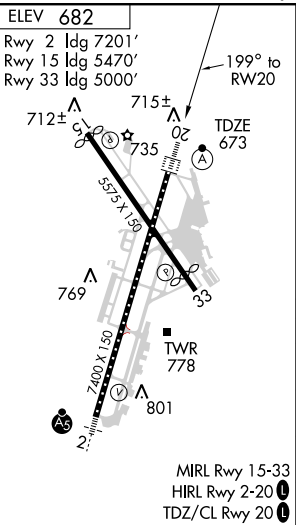
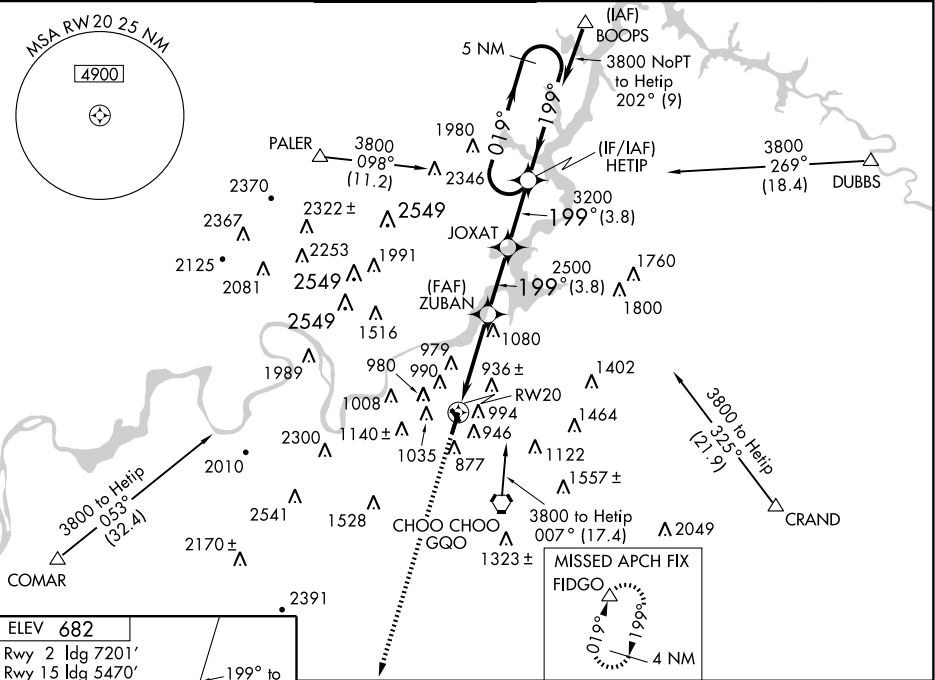
For inoperative ALSF, increase LPV visibility to 1, all Cats. DME/DME RNP-0.3 NA.

Circling to Rwy 15/33 NA when control tower closed. Baro VNAV and VDP NA when using Dalton altimeter setting. Baro-VNAV NA below -16° C (4° F).

ALSF-2

MISSED APPROACH:  
Climb to 3600 direct FIDGO and hold.

ATIS <b>119.85</b>	CHATTANOOGA APP CON ★ <b>125.1 379.1</b>	CHATTANOOGA TOWER ★ <b>118.3 (CTAF) 257.8</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>120.95 348.6</b>	UNICOM <b>122.95</b>
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3600 ↑ FIDGO △		5 NM Holding Pattern	
*LNAV Only.		HETIP 019° → 3800	
RW20 2 NM to ZUBAN		JOXAT 199° 3200	
2500		GS 3.00° TCH 53	
2 NM		3.6 NM	3.8 NM
CATEGORY	A	B	C
LPV DA	930/24 257 (300-1/2)		
LNAV/VNAV DA	1280-1 3/4 607 (600-1 3/4)		
LNAV MDA	1340/24 667 (700-1/2)	1340/60 667 (700-1 1/4)	1340-1 1/2 667 (700-1 1/2)
CIRCLING	1340-2 1/4 658 (700-2 1/4)	1460-2 1/2 778 (800-2 1/2)	

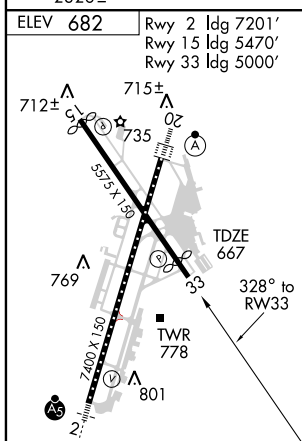
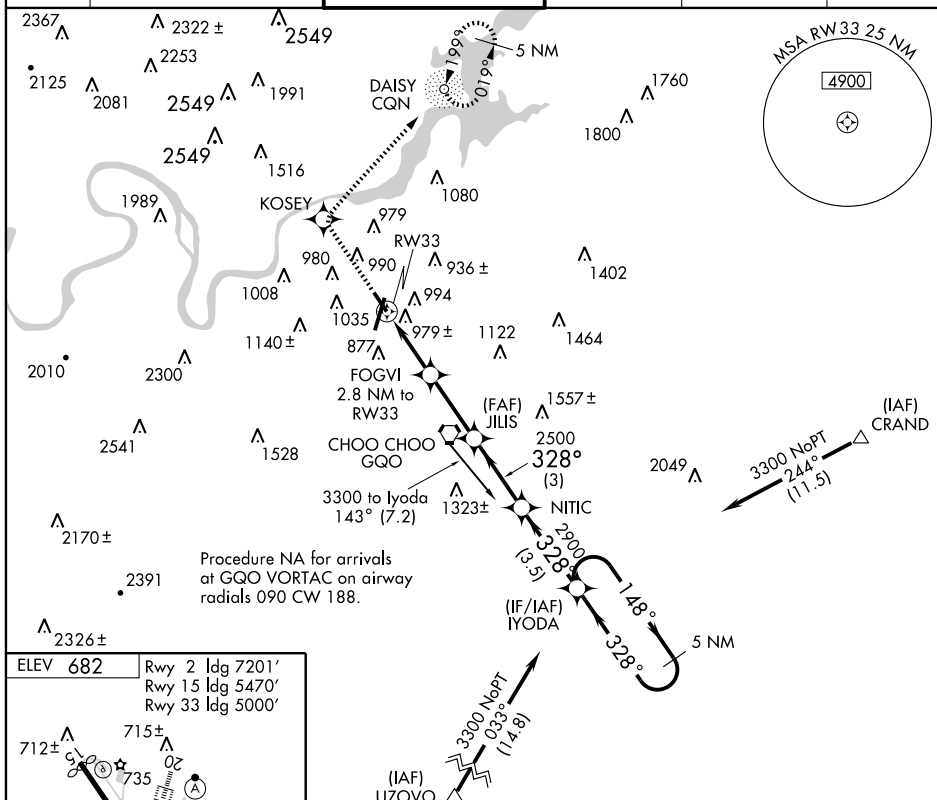
APP CRS	Rwy Idg	5000
<b>328°</b>	TDZE	667
	Apt Elev	682

RNAV (GPS) RWY 33  
CHATTANOOGA/LOVELL FIELD (CHA)

If local altimeter setting not received, use Dalton Muni altimeter setting and increase all MDAs 80 feet. Procedure NA when control tower closed. When VGSI INOP, straight-in/circling Rwy 33 NA at night. DME/DME RNP -0.3 NA.

**MISSED APPROACH:** Climb to 3300  
direct KOSEY and via 045° track  
to CQN NDB and hold.

ATIS 119.85	CHATTANOOGA APP CON ★ 125.1 379.1	CHATTANOOGA TOWER ★ 118.3 (CTAF) 0 257.8	GND CON 121.7 348.6	CLNC DEL 120.95 348.6	UNICOM 122.95
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3300 KOSEY TRK 045° CQN

5 NM Holding Pattern

3300

148°

328°

2900

2500

1600

3.05% TCH 47

2.8 NM 2.8 NM 3 NM 3.5 NM

CATEGORY	A	B	C	D
LNAV MDA	1240-1	569 (600-1)	1240-1½ 569 (600-1½)	1240-1¾ 569 (600-1¾)
CIRCLING	1300-1 618 (700-1)	1340-1 658 (700-1)	1340-1¾ 658 (700-1¾)	1460-2½ 778 (800-2½)

VORTAC GGO	APP CRS	Rwy Idg	5000
115.8	332°	TDZE	667
Chan 105		Apt Elev	682

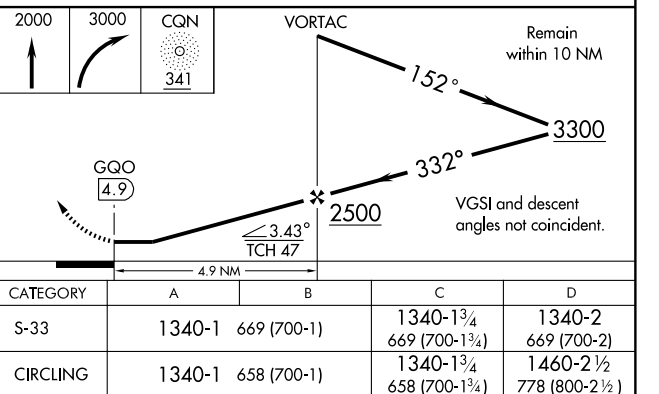
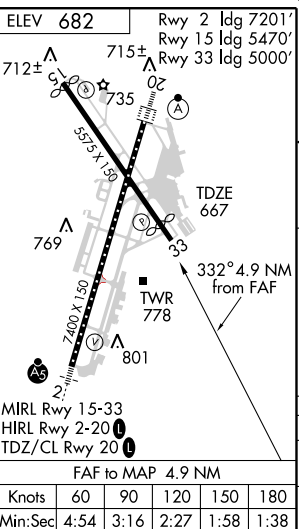
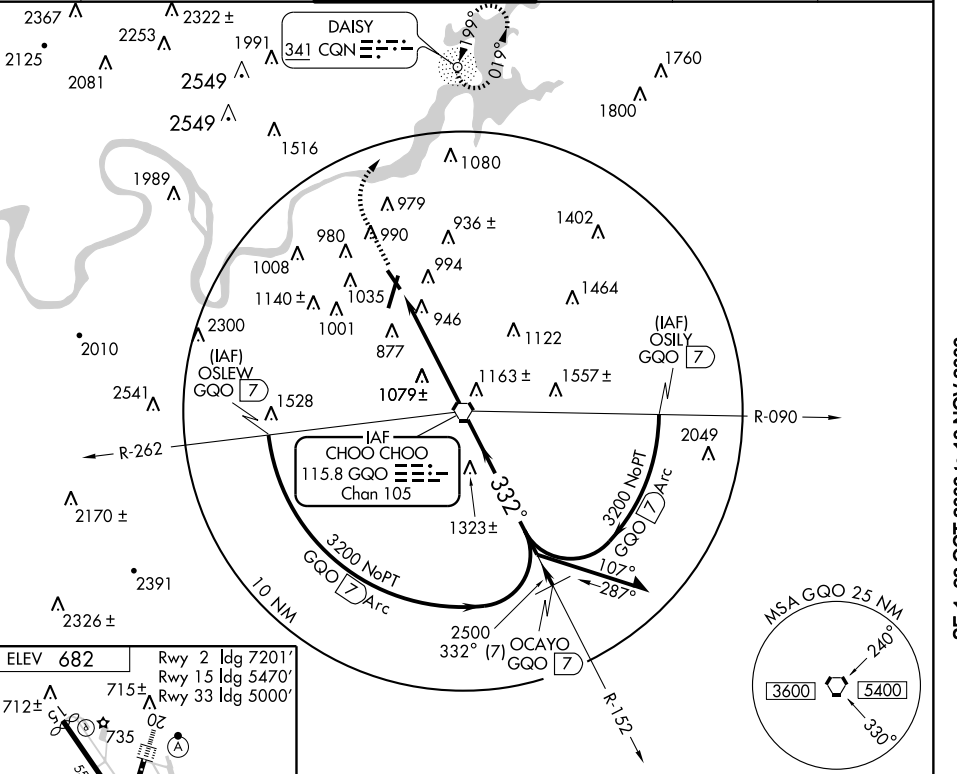
⚠

ASR

If local altimeter setting not received, use Dalton Muni altimeter setting and increase all MDAs 80 feet. When control tower closed, straight-in minimums NA. ADF Required.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct CQN NDB and hold.

ATIS	CHATTANOOGA APP CON *	CHATTANOOGA TOWER *	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) 257.8	121.7 348.6	120.95 348.6	122.95



SE-1, 22 OCT 2009 to 19 NOV 2009



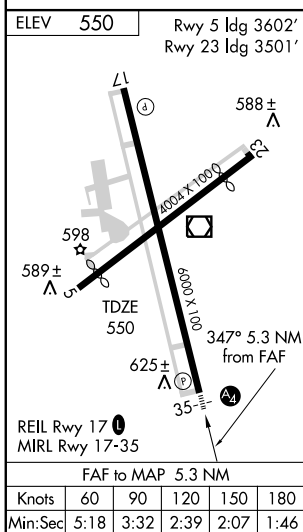
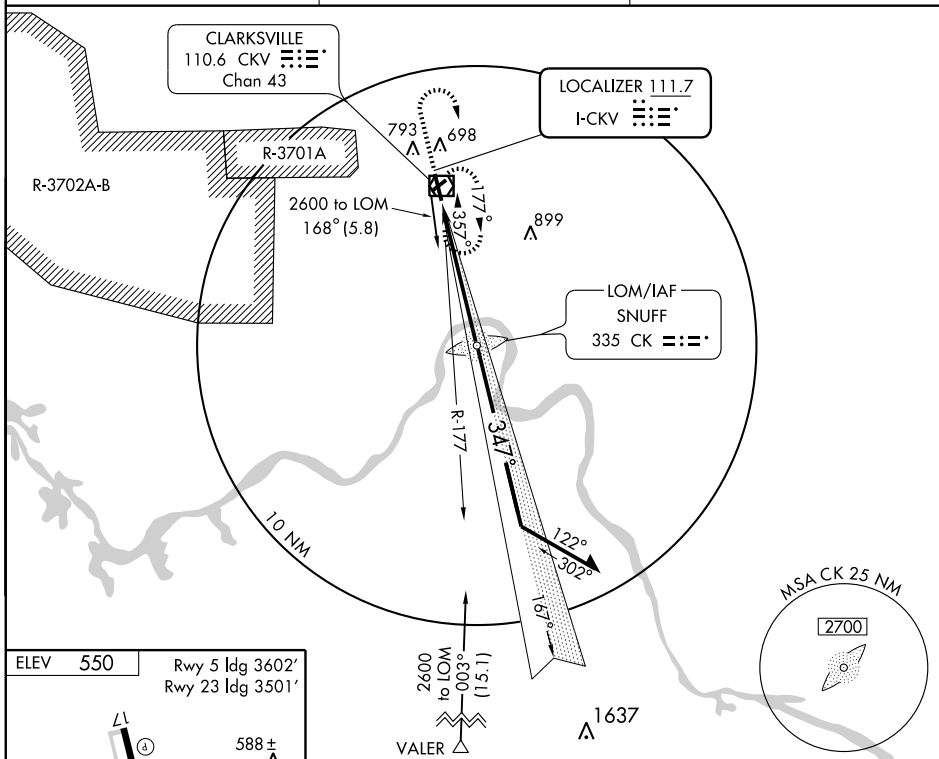
LOC I-CKV <b>111.7</b>	APP CRS <b>347°</b>	Rwy Idg TDZE Apt Elev	<b>6000</b> <b>550</b> <b>550</b>
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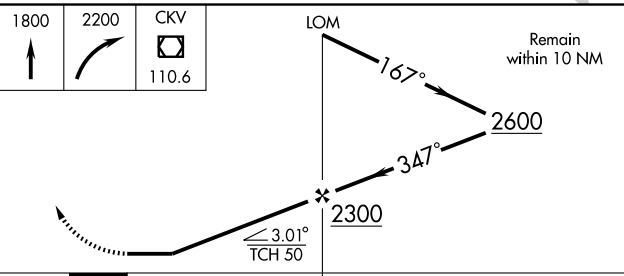
# LOC RWY 35

CLARKSVILLE/OUTLAW FIELD (CKV)

<p>▼ Inoperative table does not apply. Circling not authorized west of Rwy 17-35. ADF REQUIRED</p>	<p>MALS A<sub>2</sub> =</p>	<p>MISSED APPROACH: Climb to 1800 then climbing right turn to 2200 direct CKV VOR/DME and hold.</p>
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ASOS <b>134.575</b>	CAMPBELL APP CON <b>134.35 307.025</b>	UNICOM <b>122.8 (CTAF)</b>
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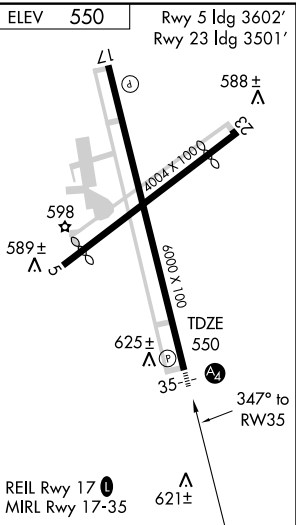
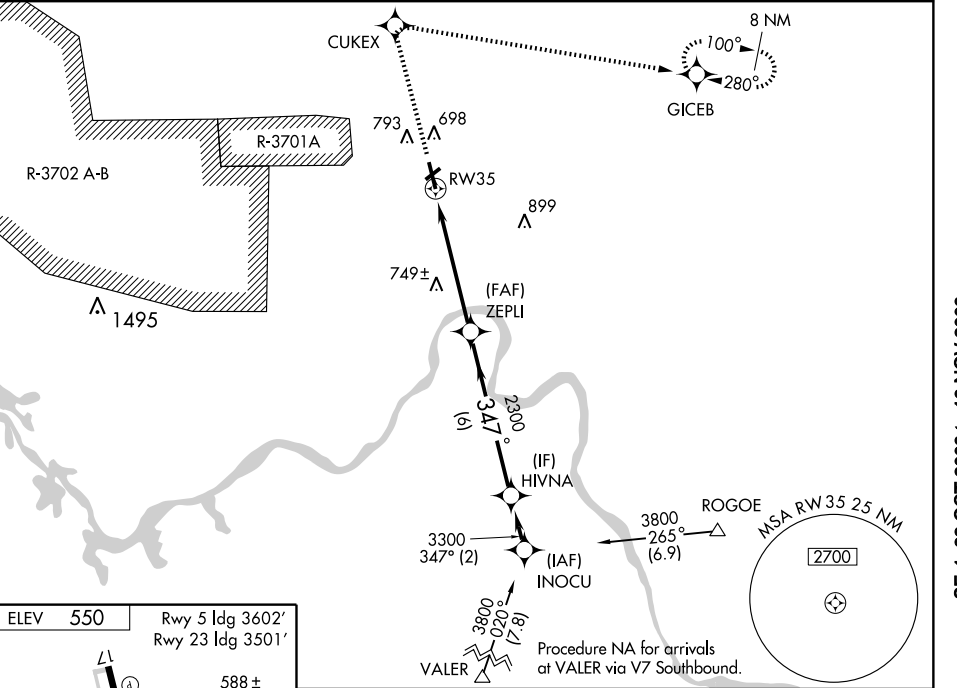
1800	2200	CKV 110.6				
CATEGORY	A	B	C	D		
S-35	1000-1 450 (500-1)	450 (500-1)	1000-1¼ 450 (500-1¼)	1000-1½ 450 (500-1½)		
CIRCLING	1000-1 450 (500-1)	1020-1 470 (500-1)	1020-1½ 470 (500-1½)	1100-2 550 (600-2)		

**▼** Inoperative table does not apply. Circling NA west of Rwy 17-35.  
**▲** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Hopkinsville altimeter setting and increase LPV DA to 872, LNAV/VNAV DA to 914, and all MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). Baro-VNAV NA when using Hopkinsville altimeter setting.

MALS

MISSED APPROACH: Climb to 3000 direct CUKEX and right turn via 100° track to GICEB and hold.

ASOS 134.575	CAMPBELL APP CON 134.35 307.025	UNICOM 122.8 (CTAF)
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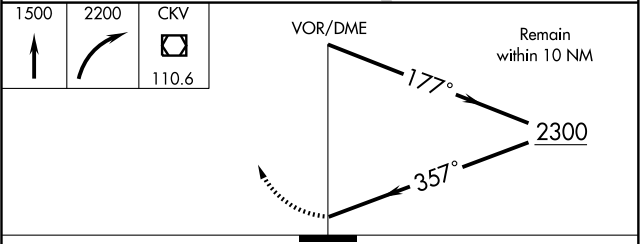
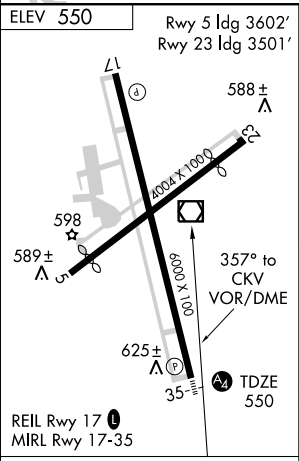
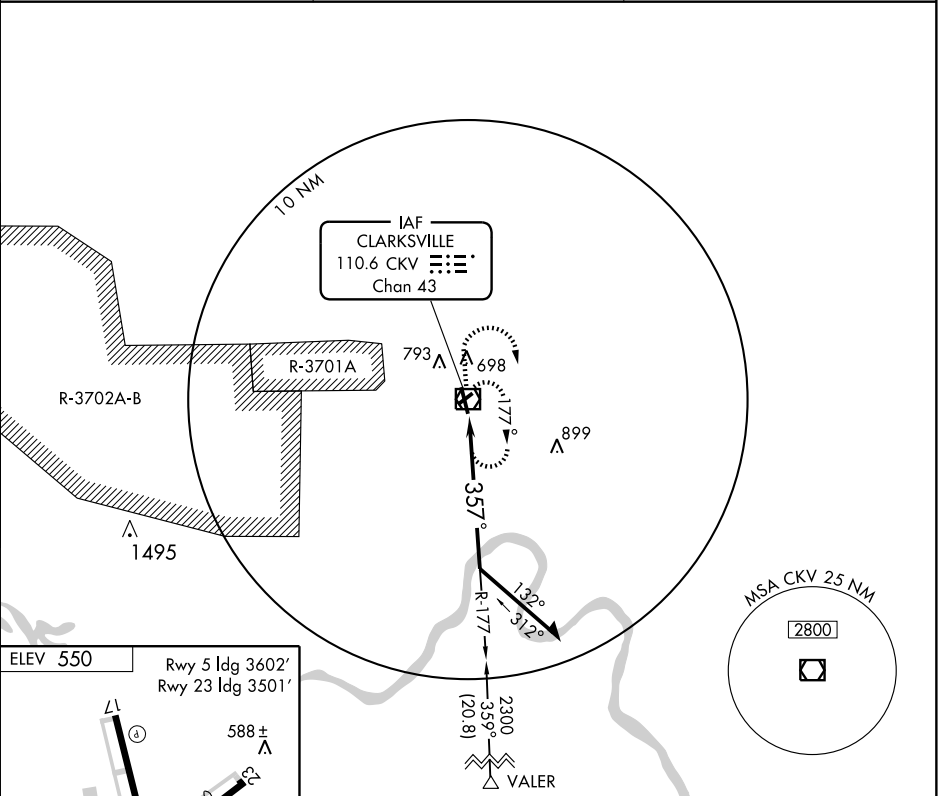
3000	CUKEX	TRK 100°	GICEB	Procedure Turn NA
CATEGORY	A	B	C	D
LPV DA	837-1 287 (300-1)			
LNAV/VNAV DA	879-1¼ 329 (400-1¼)			
LNAV MDA	1000-1	450 (500-1)	1000-1¼ 450 (500-1¼)	1000-1½ 450 (500-1½)
CIRCLING	1000-1¼ 450 (500-1¼)	1020-1¼ 470 (500-1¼)	1020-1½ 470 (500-1½)	1100-2 550 (600-2)

VOR/DME CKV	APP CRS	Rwy Idg	6000
110.6	357°	TDZE	550
Chan 43		Apt Elev	550

VOR RWY 35  
CLARKSVILLE/OUTLAW FIELD (CKV)

<div><div>▼</div><div>Inoperative table does not apply. Circling not authorized west of Rwy 17-35.</div></div>	<div><div>MALS</div><div><div>⬢</div><div>— —</div></div></div>	<div>MISSED APPROACH: Climb to 1500 then climbing right turn to 2200 direct CKV VOR/DME and hold.</div>
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ASOS 134.575	CAMPBELL APP CON 134.35 307.025	UNICOM 122.8 (CTAF)
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Knots		60	90	120	150	180
Min:Sec						
CATEGORY		A	B	C	D	
S-35		1120-1 570 (600-1)		1120-1½ 570 (600-1½)	1120-1¾ 570 (600-1¾)	
CIRCLING		1120-1 570 (600-1)		1120-1½ 570 (600-1½)	1120-2 570 (600-2)	

CAMPBELL ATIS  
125.175 308.4  
SABRE TOWER  
124.675 290.45  
GND CON  
142.975 267.3  
CLNC DEL  
237.6  
EAGLE RADIO  
265.5

87°29'W

87°28.5'W

HOLDING PAD  
POL  
H  
K HOVER LANE  
J HOVER LANE  
6 5 4 3 2 1  
36°34.5'N

STORAGE TANK

HANGAR 1

HANGAR 2

CONTROL TOWER  
729

FIRE  
DEPARTMENT

HANGAR 3

C27 - C22

B27 - B22

A27 - A22

C19 - C14

B19 - B14

A19 - A14

C TAXI LANE

B TAXI LANE

A TAXI LANE

A451 x 148

046.0°

0.64 DOWN

226.0°

ELEV 573

THUNDER PAD

36°34'N

VAR 2.4° W

SEPTEMBER 2008

ANNUAL RATE OF CHANGE

0.1° W

Rwy 4-22

PCN 49 R/B/W/T

FIELD  
ELEV  
593

SE-1, 22 OCT 2009 to 19 NOV 2009

LOM CK <b>335</b>	APCH CRS <b>303°</b>	Rwy Idg TDZE Arpt Elev <b>N/A</b> <b>N/A</b> <b>593</b>
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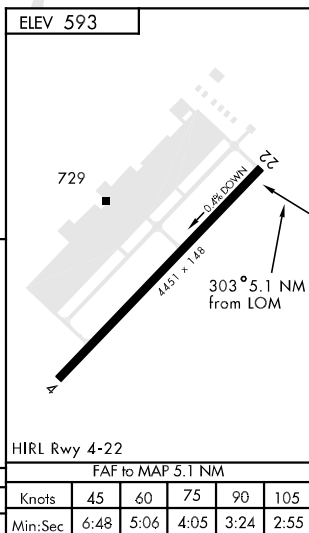
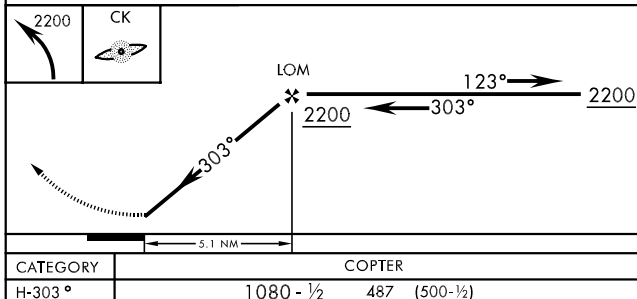
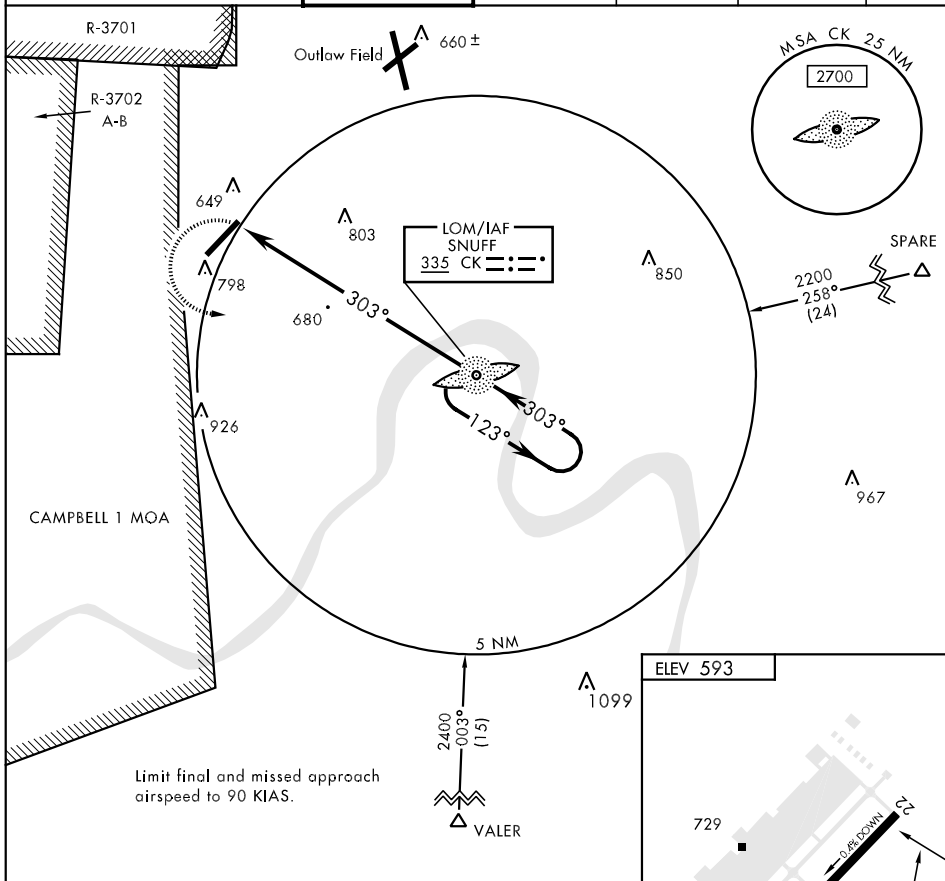
AL-6373 [USA]

SABRE AHP (FORT CAMPBELL) (KEOD)

▼ When local altimeter setting not received, use Fort Campbell, KY altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 direct CK LOM and hold.

CAMPBELL APP CON <b>134.35 307.025</b>	SABRE TOWER ★ <b>124.675 290.45</b>	GND CON <b>142.975 267.3</b>	CLNC DEL <b>237.6</b>	EAGLE RADIO <b>265.5</b>	ASR
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APCH CRS <b>044°</b>	Rwy Idg TDZE Arpt Elev	<b>4451</b> <b>593</b> <b>593</b>
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AL-6373 [USA]

SABRE AHP (FORT CAMPBELL) (KEOD)

▼ When local altimeter setting not received, use Campbell AAF (Fort Campbell), KY altimeter setting.  
DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing right turn to 2500 direct LETNE and hold.

CAMPBELL APP CON  
**134.35 307.025**

SABRE TOWER ★  
**124.675 290.45**

GND CON  
**142.975 267.3**

CLNC DEL  
**237.6**

EAGLE RADIO  
**265.5**

ASR

RADAR REQUIRED

R3702A, B

CAMPBELL 1 MOA

R3701

Limit final and missed approach maximum airspeed to 90 KIAS.

RW04

649

798

• 680

Λ 801

ILOYA

Λ 926

(IAF) GASGE

NoPT  
2500  
089°  
(3.0)

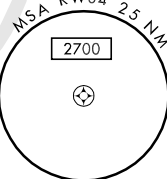
(IF/IAF) FEKIB

2500  
044°  
(3.0)

719

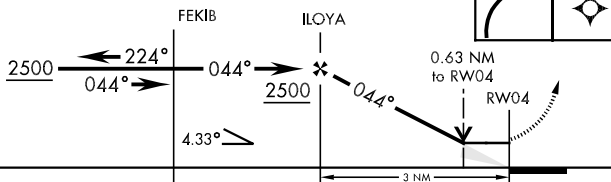
NoPT  
2500  
359°  
(3.0)

(IAF) LETNE

359°  
179°

1435

ELEV 593



729

TDZE  
593044° to  
RW04

HIRL Rwy 4-22

CATEGORY	COPTER			
LNVA MDA	1120- ½	527	(600-½)	
ASR	1120- ½	527	(600-½)	

APCH CRS **224°** Rwy Idg **4451**  
TDZE **587**  
Arpt Elev **593**

AL-6373 [USA]

SABRE AHP (FORT CAMPBELL) (KEOD)

▼ When local altimeter setting not received, use Campbell AAF (Fort Campbell), KY altimeter setting.

DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 2100 direct TAGDE and hold.

CAMPBELL APP CON

**134.35 307.025**

SABRE TOWER ★

**124.675 290.45**

GND CON

**142.975 267.3**

CLNC DEL

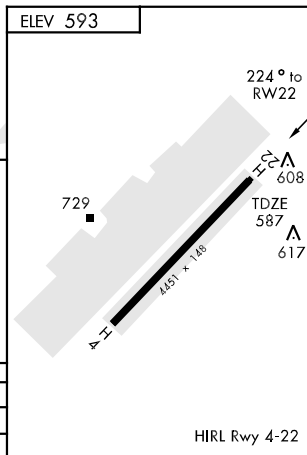
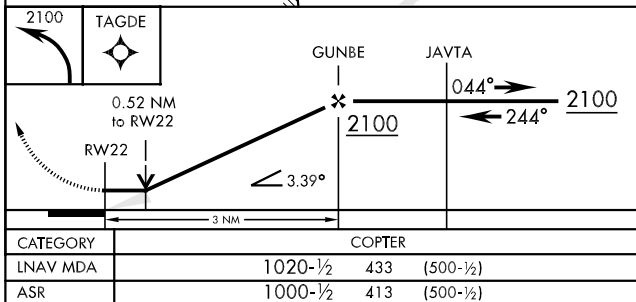
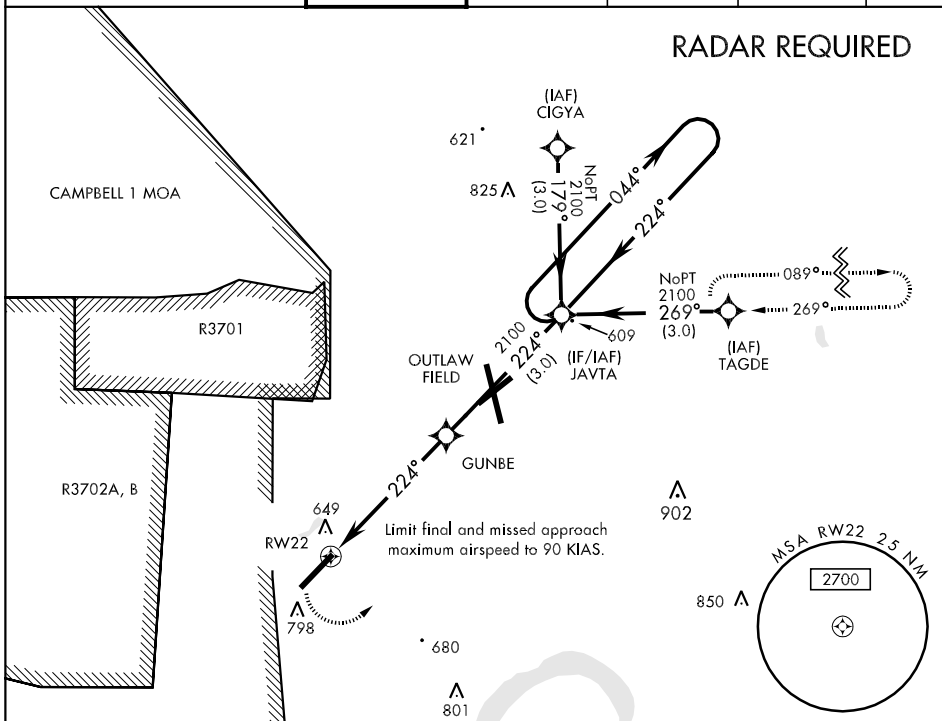
**237.6**

EAGLE RADIO

**265.5**

ASR

RADAR REQUIRED



VOR/DME CKV 110.6 Chan 43	APCH CRS 227°	Rwy Idg TDZE Arpt Elev	4451 587 593
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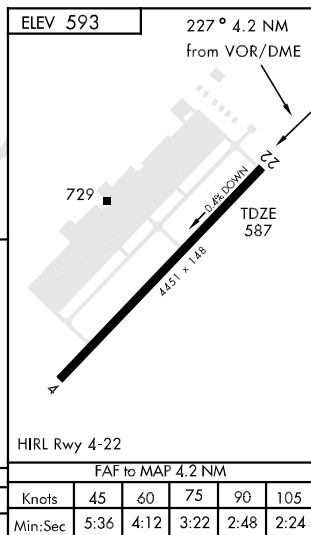
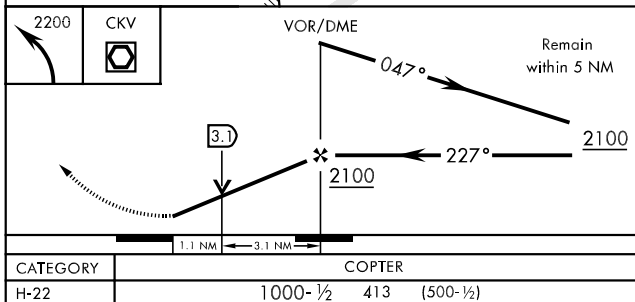
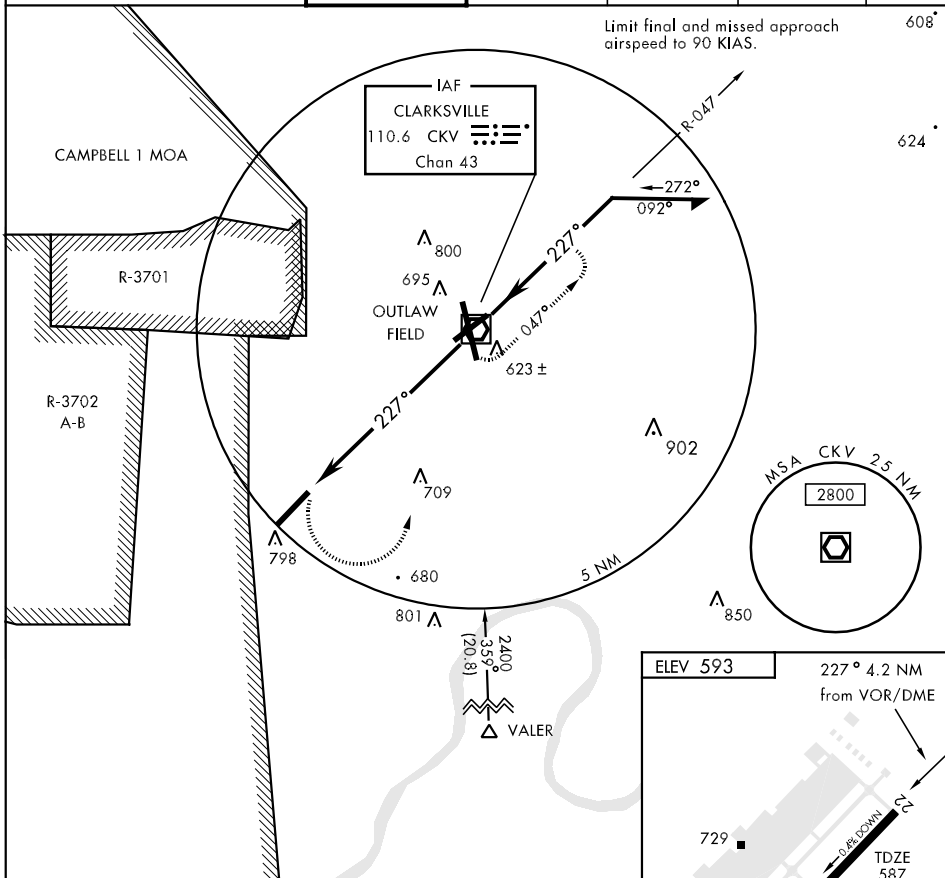
AL-6373 [USA]

SABRE AHP (FORT CAMPBELL) (KEOD)

▼ When local altimeter setting not received, use Fort Campbell, KY altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 direct CKV VOR/DME and hold.

CAMPBELL APP CON 134.35 307.025	SABRE TOWER ★ 124.675 290.45	GND CON 142.975 267.3	CLNC DEL 237.6	EAGLE RADIO 265.5	ASR
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CLARKSVILLE, TENNESSEE

36° 34'N-87° 29'W

SABRE AHP (FORT CAMPBELL) (KEOD)

Amdt 6 09183

COPTER VOR RWY 22

SE-1, 22 OCT 2009 to 19 NOV 2009








APP CRS <b>030°</b>	Rwy Idg TDZE Apt Elev	<b>3300</b> <b>874</b> <b>874</b>
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# RNAV (GPS) RWY 3

## CLEVELAND/ HARDWICK FIELD (HDI)

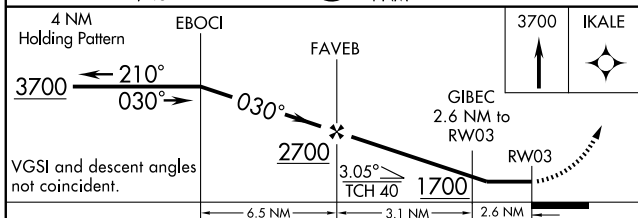
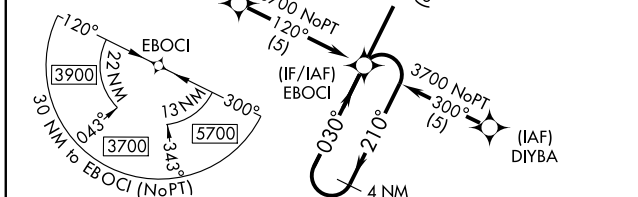
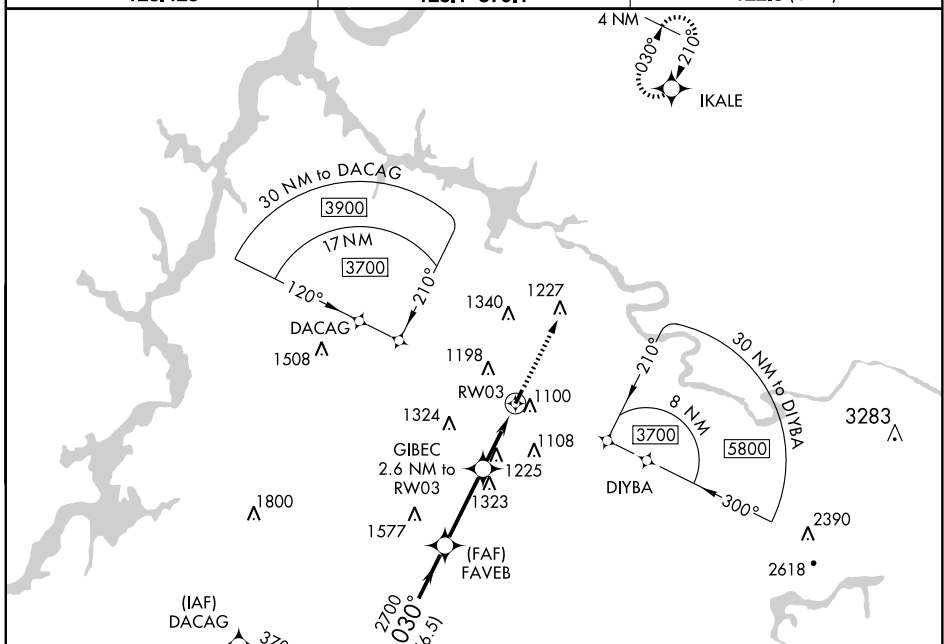
	Procedure NA at night.
	DME/DME RNP-0.3 NA.
	NA Use Athens altimeter setting; if not received, use Chattanooga altimeter setting and increase all MDAs 40 feet.

**MISSED APPROACH:** Climb to 3700 direct IKALE and hold.

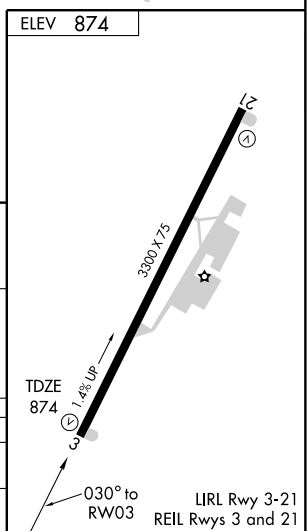
MCMINN COUNTY AWOS-3  
125.425

CHATTANOOGA APP CON ★  
125.1 379.1

UNICOM  
122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1580-1 706 (800-1)		1580-2 706 (800-2)	NA
CIRCLING	1580-1 706 (800-1)		1580-2 706 (800-2)	NA



▼

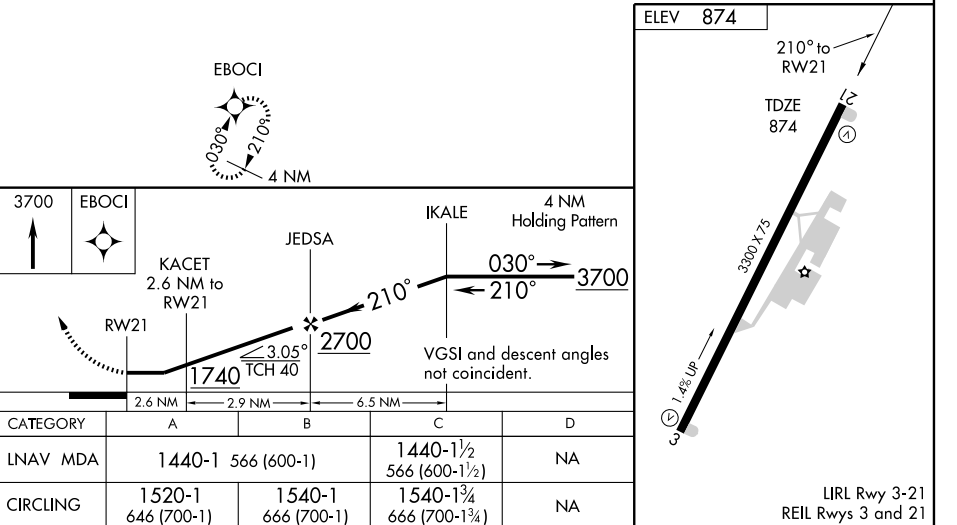
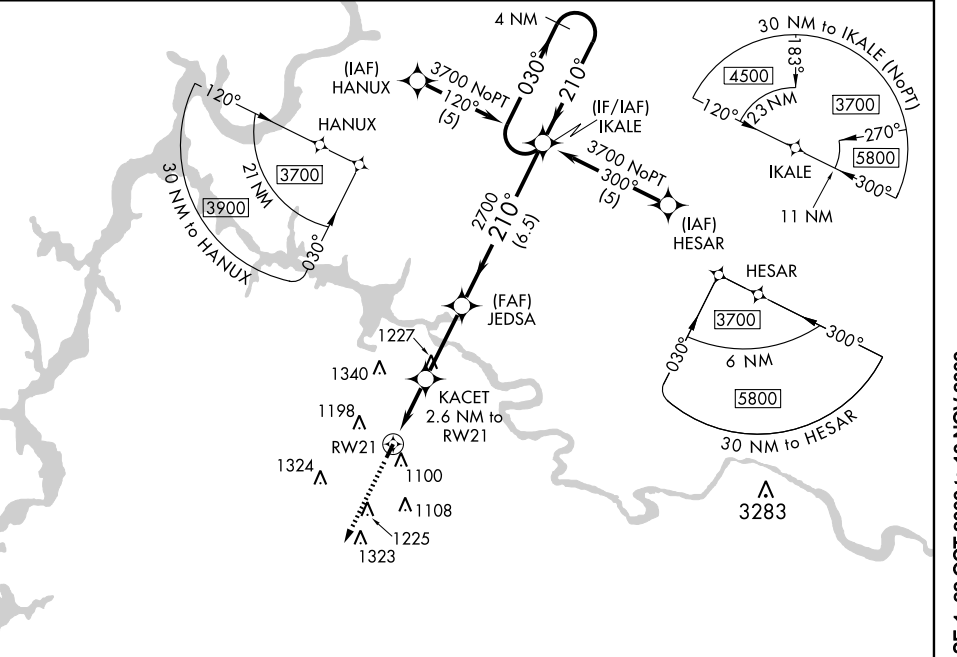
Procedure NA at night. DME/DME RNP-0.3 NA.

Use Athens altimeter setting; if not received, use Chattanooga altimeter setting and increase all MDAs 40 feet.

▲ NA

MISSED APPROACH: Climb to 3700 direct EBOCI and hold.

MCMINN COUNTY AWOS-3 <b>125.425</b>	CHATTANOOGA APP CON ★ <b>125.1 379.1</b>	UNICOM <b>122.8 (CTAF)</b>
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▼

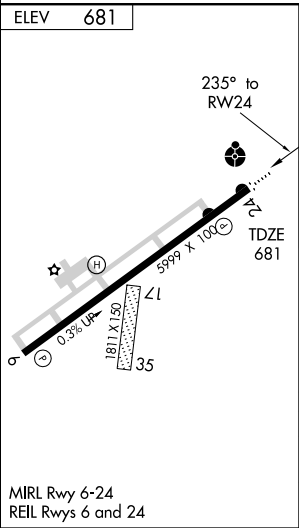
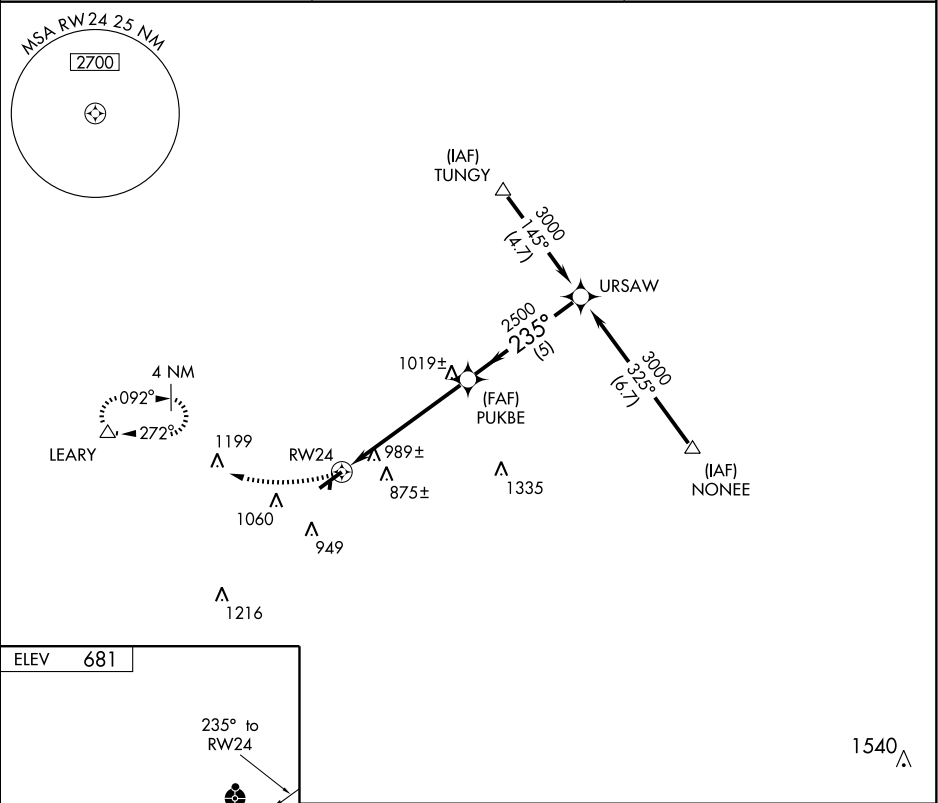
NA

Inoperative table does not apply to Category C.

ODALS

MISSED APPROACH: Climbing right turn to 3000 direct LEARY WP and hold.

AWOS-3 128.625	MEMPHIS CENTER 125.85 381.4	UNICOM 122.8 (CTAF)
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<div><div>3000</div><div>LEARY</div><div>△</div></div> <div>VGSI and descent angle not coincident.</div>		<div><div>URSAW</div><div>3000</div><div>Procedure Turn NA</div></div>		
<div><div><div>RW24</div><div>2500</div><div>235°</div><div>3.00° TCH 40</div><div>5.6 NM</div><div>5 NM</div></div></div>				
CATEGORY	A	B	C	D
S-24	1240-¾	559 (600-¾)	1240-1½ 559 (600-1½)	NA
CIRCLING	1300-1	619 (700-1)	1420-2 739 (800-2)	NA

▽

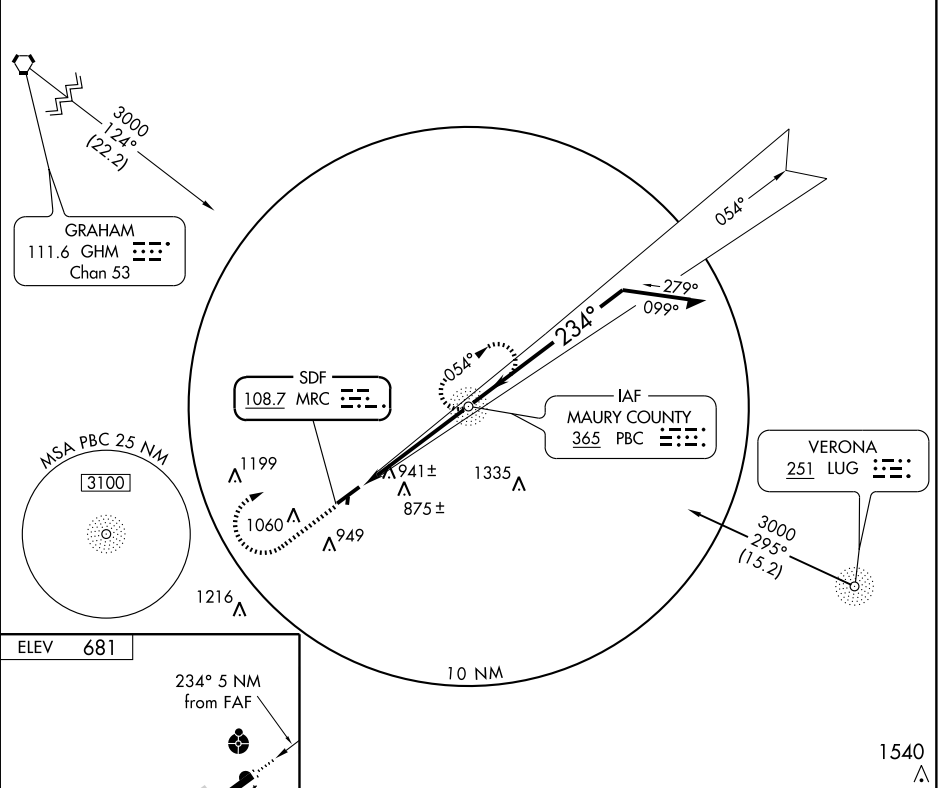
NA

If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. Inoperative table does not apply to Cat C. ADF REQUIRED

ODALS

MISSED APPROACH: Climb to 1800 then climbing right turn to 2800 direct PBC NDB and hold.

AWOS-3 128.625	MEMPHIS CENTER 125.85 381.4	UNICOM 122.8 (CTAF)
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MIRL Rwy 6-24 REIL Rwy 6 and 24		FAF to MAP 5 NM			
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40
CATEGORY	A	B	C	D	
S-24	1160-3/4	483 (500-3/4)	1160-1 1/4 483 (500-1 1/4)	1160-1 1/2 483 (500-1 1/2)	
CIRCLING	1280-1	603 (700-1)	1360-2 683 (700-2)	1360-2 1/4 683 (700-2 1/4)	

VORTAC GHM <b>111.6</b> Chan <b>53</b>	APP CRS <b>137°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>681</b>
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VOR/DME or GPS-A  
COLUMBIA/MAURY COUNTY (MRC)

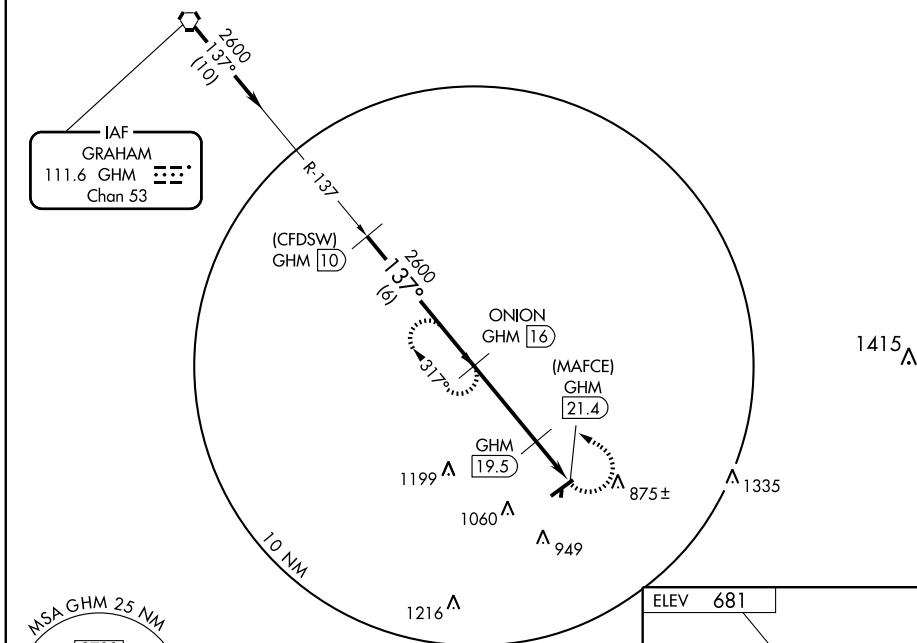
**T** If local altimeter setting not received, use Nashville  
**A NA** altimeter setting and increase all MDAs 200 feet.

**MISSED APPROACH:** Climbing left turn to 2600  
via GHM R-137 to ONION 16 DME and hold.

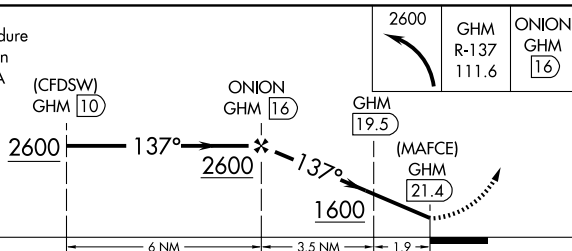
AWOS-3  
128.625

MEMPHIS CENTER  
125.85 381.4

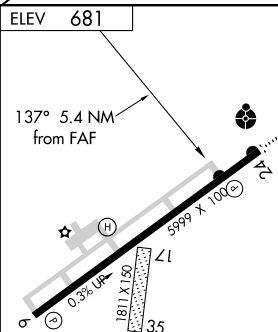
UNICOM  
122.8 (CTAF) **L**



Procedure  
Turn  
NA



CATEGORY	A	B	C	D
CIRCLING	1280-1 603 (700-1)	1280-1¼ 603 (700-1¼)	1360-2 683 (700-2)	1360-2¼ 683 (700-2¼)



MIRL Rwy 6-24  
REIL Rwy 6 and 24

APP CRS	Rwy Idg	5004
007°	TDZE	280
	Apt Elev	280

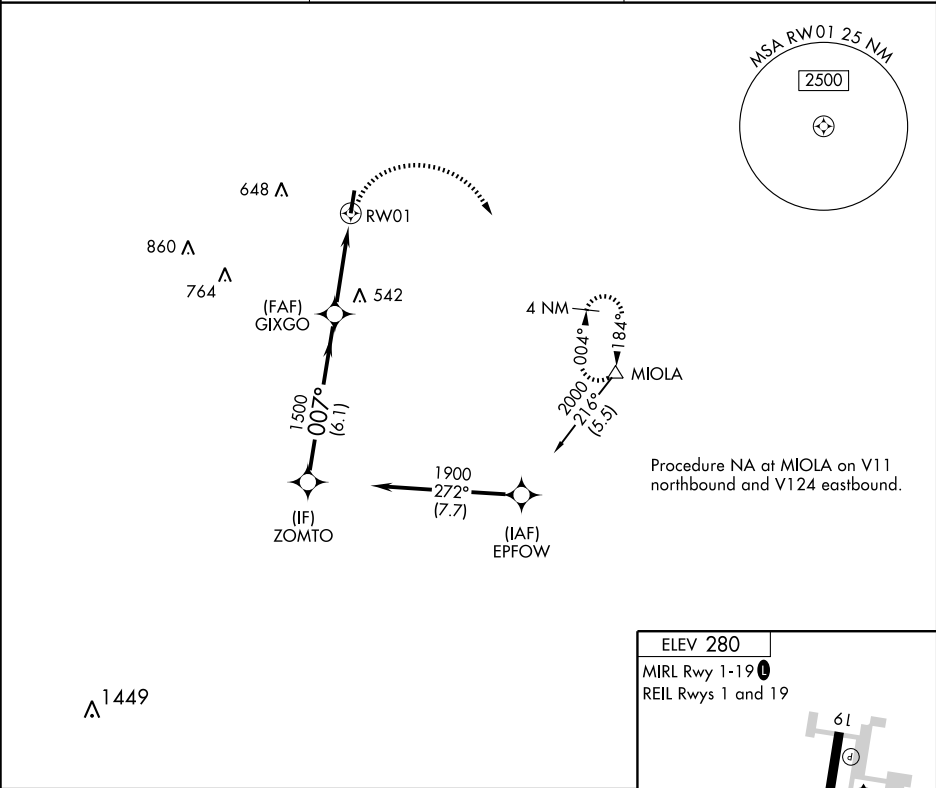
# RNAV (GPS) RWY 1

COVINGTON MUNI (M04)

**⚠** DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Memphis altimeter setting and increase all MDA 100 feet and increase LNAV Cats C/D and Circling Cat C visibilities ¼ mile.

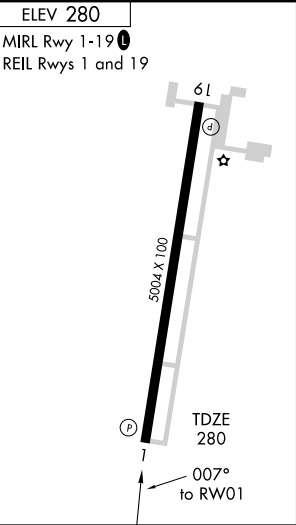
**MISSED APPROACH:** Climbing right turn to 3000 direct MIOLA and hold.


AWOS-3 118.575	MEMPHIS APP CON 125.8 338.3	UNICOM 123.0 (CTAF) <b>1</b>
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Procedure NA at MIOLA on V11 northbound and V124 eastbound.

Procedure Turn NA	ZOMTO		VGSI and descent angles not coincident.		3000	MIOLA
	6.1 NM		3.7 NM			
CATEGORY	A		B	C	D	
LNAV MDA	800-1		520 (600-1)	800-1½ 520 (600-1½)	800-1¾ 520 (600-1¾)	
CIRCLING	800-1		520 (600-1)	800-1½ 520 (600-1½)	840-2 560 (600-2)	



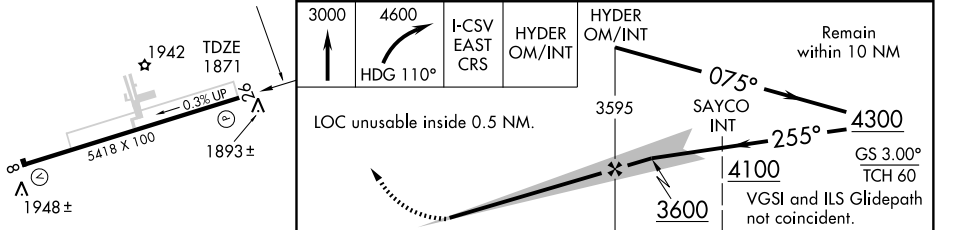
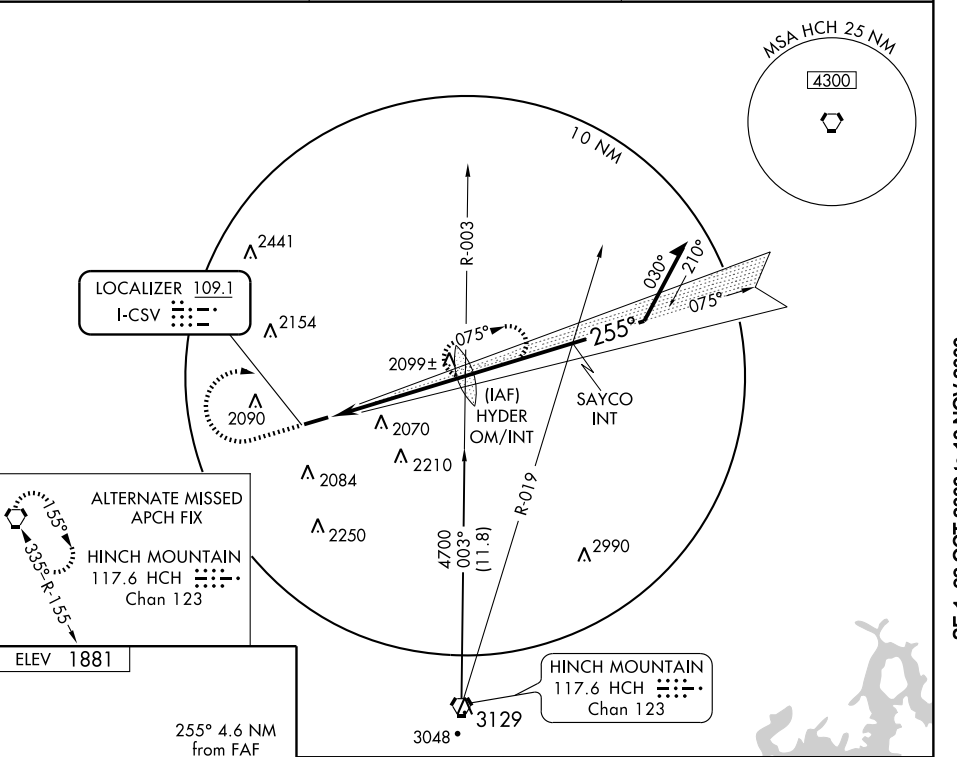


MISSED APPROACH: Climb to 3000 then climbing right turn to 4600 via heading 110° and I-CSV East course to HYDER OM/INT and hold.

ASOS  
120.625


ATLANTA CENTER  
133.6 254.3

UNICOM  
122.7 (CTAF) 



CATEGORY	A	B	C	D
S-ILS 26	2090-3/4 219 (300-3/4)			
S-LOC 26	2360-1	489 (500-1)	2360-1 1/4 489 (500-1 1/4)	2360-1 1/2 489 (500-1 1/2)
CIRCLING	2360-1	479 (500-1)	2360-1 1/2 479 (500-1 1/2)	2440-2 559 (600-2)

REIL Rwy 26

HIRL Rwy 8-26 

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



WAAS CH <b>65911</b> <b>W26A</b>	APP CRS <b>256°</b>	Rwy Idg TDZE Apt Elev <b>5418</b> <b>1871</b> <b>1881</b>
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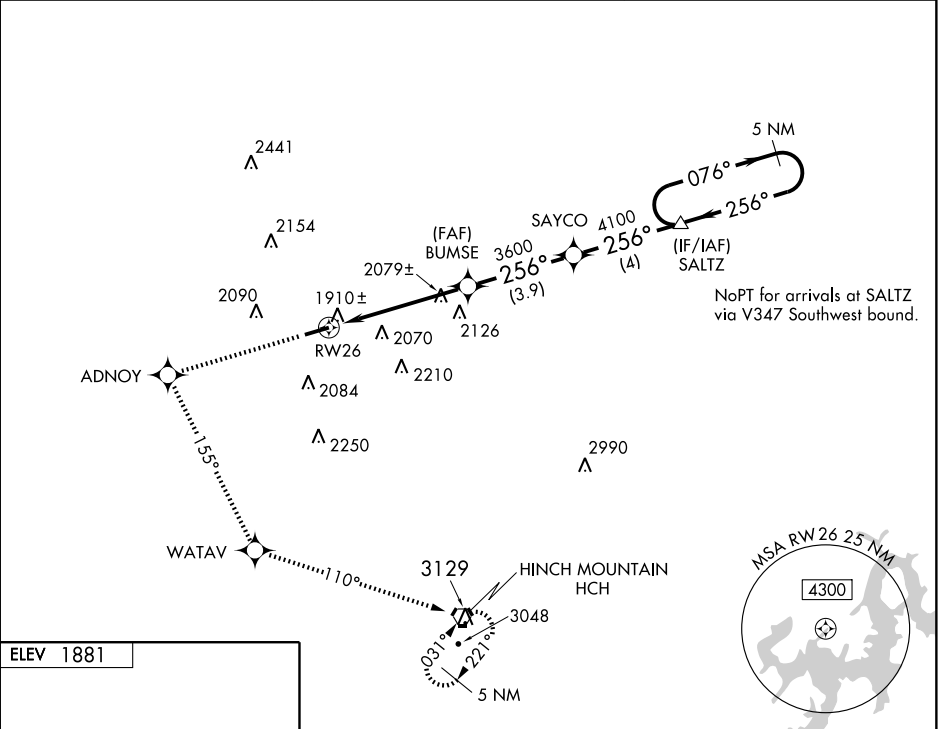
RNAV (GPS) RWY 26

CROSSVILLE MEMORIAL-WHITSON FIELD (CSV)

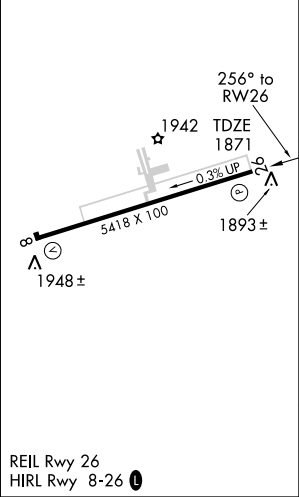
**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5000 direct ADNOY and left turn via 155° track to WATAV and via 110° track to HCH VORTAC and hold.

ASOS <b>120.625</b>	ATLANTA CENTER <b>133.6 254.3</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV 1881



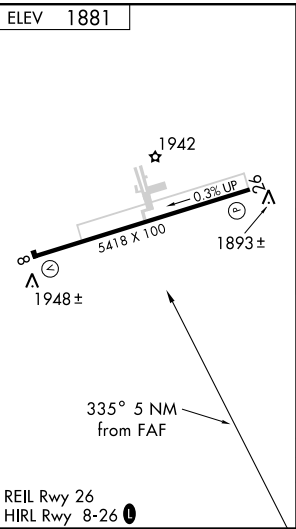
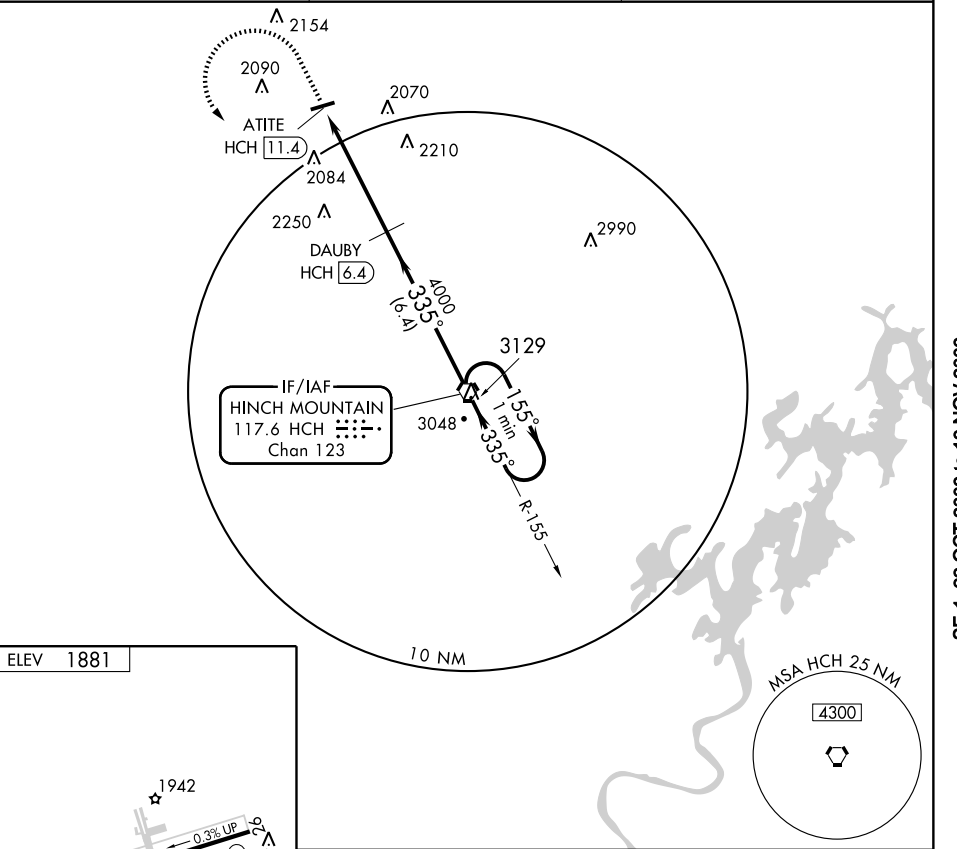
5000	ADNOY	TRK 155°	WATAV	TRK 110°	HCH	5 NM Holding Pattern
*LNAV only.						SALTZ
RW26						076° → 4700 ← 256° GS 3.00° TCH 60
1.3 NM to RW26						VGSI and RNAV glidepath not coincident.
1.3 NM 3.9 NM 3.9 NM 4 NM						
CATEGORY	A		B		C	D
LPV DA			2071-3/4		200 (200-3/4)	
LNAV/VNAV DA			2170-1		299 (300-1)	
LNAV MDA	2340-1 469 (500-1)		2340-1 1/4 469 (500-1 1/4)		2340-1 1/2 469 (500-1 1/2)	
CIRCLING	2340-1 459 (500-1)		2340-1 1/2 459 (500-1 1/2)		2440-2 559 (600-2)	

▼

▲ NA

MISSED APPROACH: Climb to 3000, then climbing left turn to 5000 direct HCH VORTAC and hold.

ASOS 120.625	ATLANTA CENTER 133.6 254.3	UNICOM 122.7 (CTAF) 1
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3000	5000	HCH 117.6	DAUBY HCH 6.4	VORTAC	One Minute Holding Pattern
		ATITE HCH 11.4	4000	155° 335°	5000
		5 NM	6.4 NM		
CATEGORY	A	B	C	D	
CIRCLING	2340-1	459 (500-1)	2340-1½ 459 (500-1½)	2440-2 559 (600-2)	

NDB DTE	APP CRS	Rwy Idg	5000
394	041°	TDZE	715
		Apt Elev	719

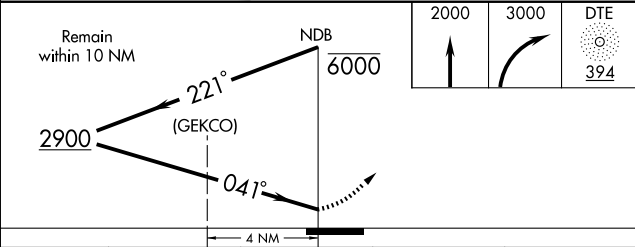
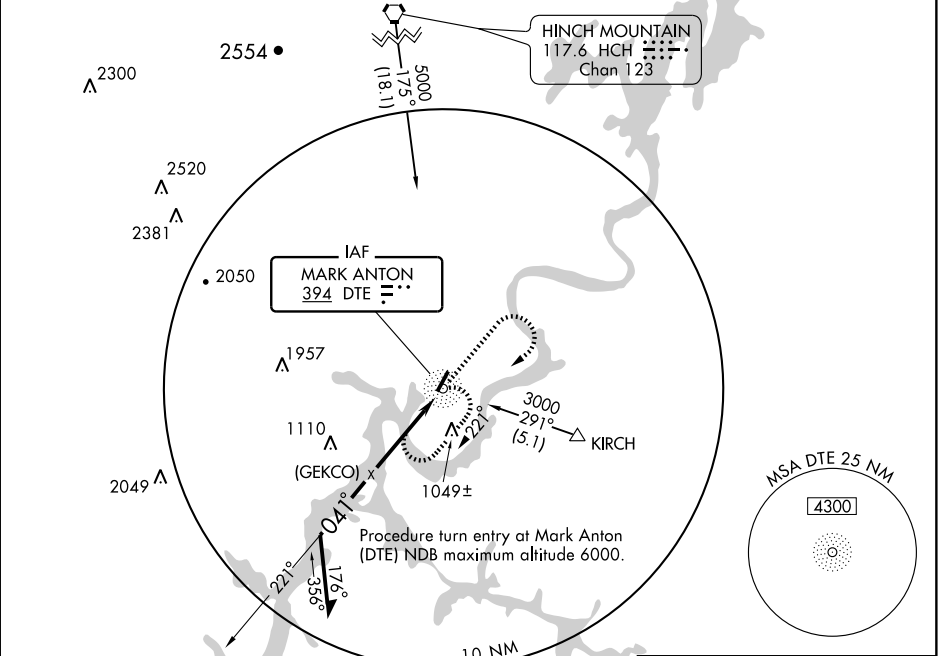
# NDB or GPS RWY 3

DAYTON/MARK ANTON (2A0)

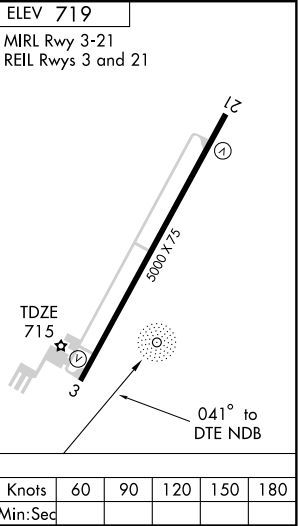
**NA** If local altimeter setting is not received, use Crossville altimeter setting and increase all MDAs 240 feet.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct DTE NDB and hold.

AWOS-3 135.075	CHATTANOOGA APP CON★ 125.1 379.1	GCO 121.725	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
S-3	1460-1 745 (800-1)	1460-1¼ 745 (800-1¼)	1460-2¼ 745 (800-2¼)	1460-2½ 745 (800-2½)
CIRCLING	1460-1 741 (800-1)	1460-1¼ 741 (800-1¼)	1460-2¼ 741 (800-2¼)	1460-2½ 741 (800-2½)





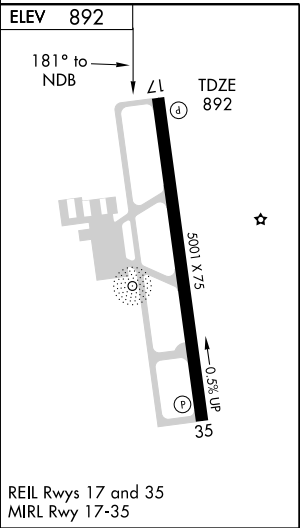
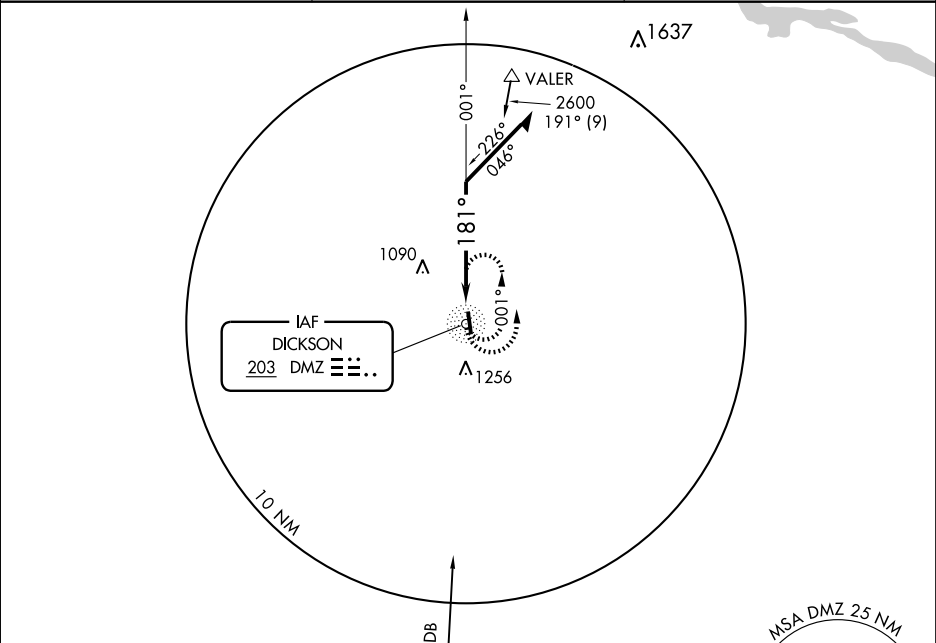
NDB RWY 17  
DICKSON MUNI (M02)

NDB DMZ	APP CRS	Rwy Idg	5001
<u>203</u>	<b>181°</b>	TDZE	892
		Apt Elev	892




MISSED APPROACH: Climbing left turn to 2600 in Dickson (DMZ) NDB holding pattern.

AWOS-3 <b>123.875</b>	MEMPHIS CENTER <b>125.85 381.4</b>	UNICOM <b>122.8</b> (CTAF)
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2600

DMZ




203

GRAHAM

111.6 GHM

Chan 53

MSA DMZ 25 NM



3100

NDB

001°

2600

181°

Remain within 10 NM

CATEGORY	A	B	C	D
S-17	1520-1	628 (700-1)	1520-1¾ 628 (700-1¾)	1520-2 628 (700-2)
CIRCLING	1520-1	628 (700-1)	1560-1¾ 668 (700-1¾)	1560-2 668 (700-2)

APP CRS	Rwy Idg	5001
173°	TDZE	892
	Apt Elev	892

# RNAV (GPS) RWY 17

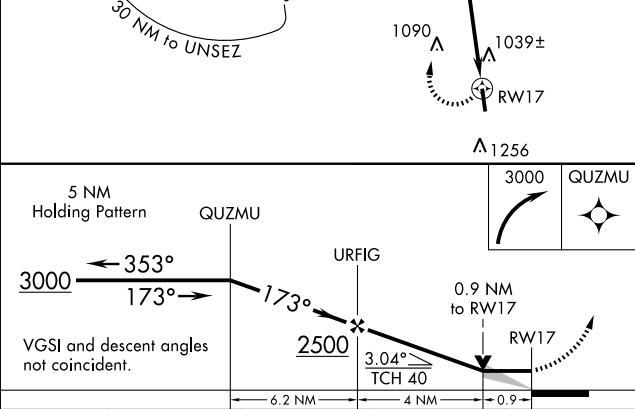
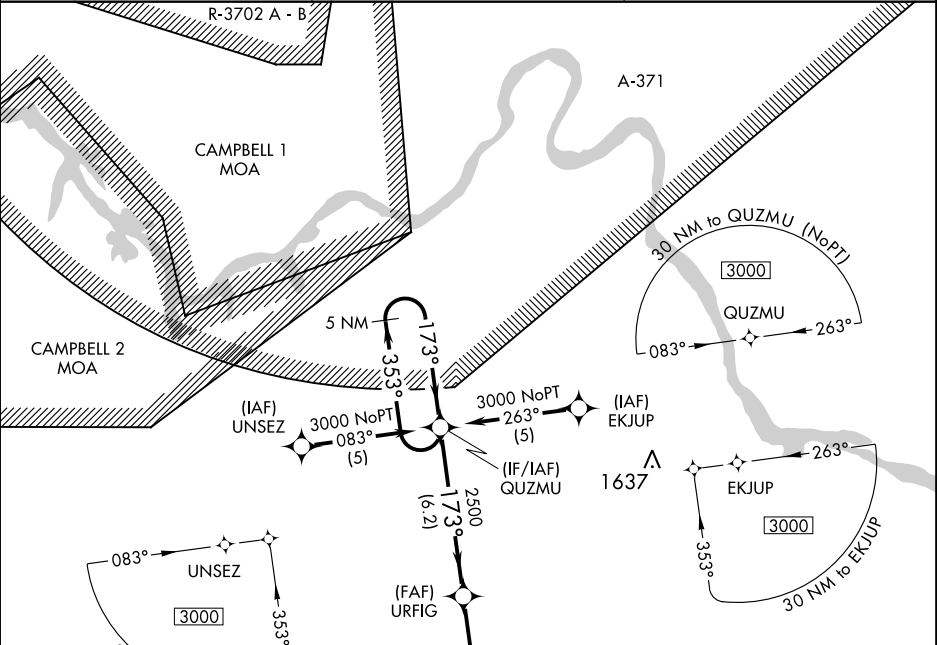
DICKSON MUNI (M02)

**NA**

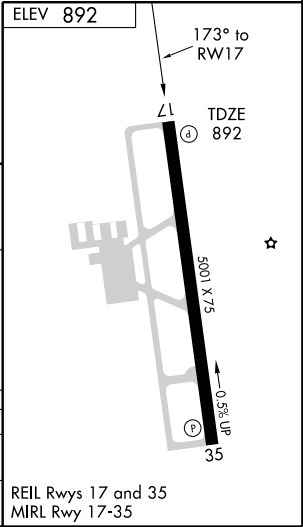
If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 140 feet. DME/DME RNP-0.3 NA. VDP NA when using Nashville Intl altimeter setting.

**MISSED APPROACH:** Climbing right turn to 3000 direct QUZMU and hold.

AWOS-3 123.875	MEMPHIS CENTER 125.85 381.4	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
RNAV MDA	1300-1	408 (500-1)	1300-1¼	408 (500-1¼)
CIRCLING	1400-1 508 (600-1)	1560-1 668 (700-1)	1560-1¾ 668 (700-1¾)	1560-2 668 (700-2)



REIL Rwy 17 and 35  
MRL Rwy 17-35

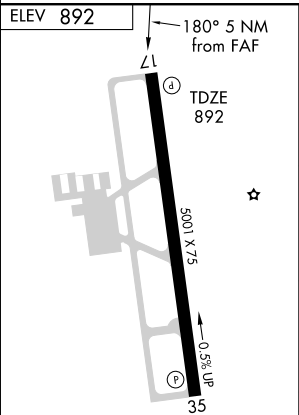
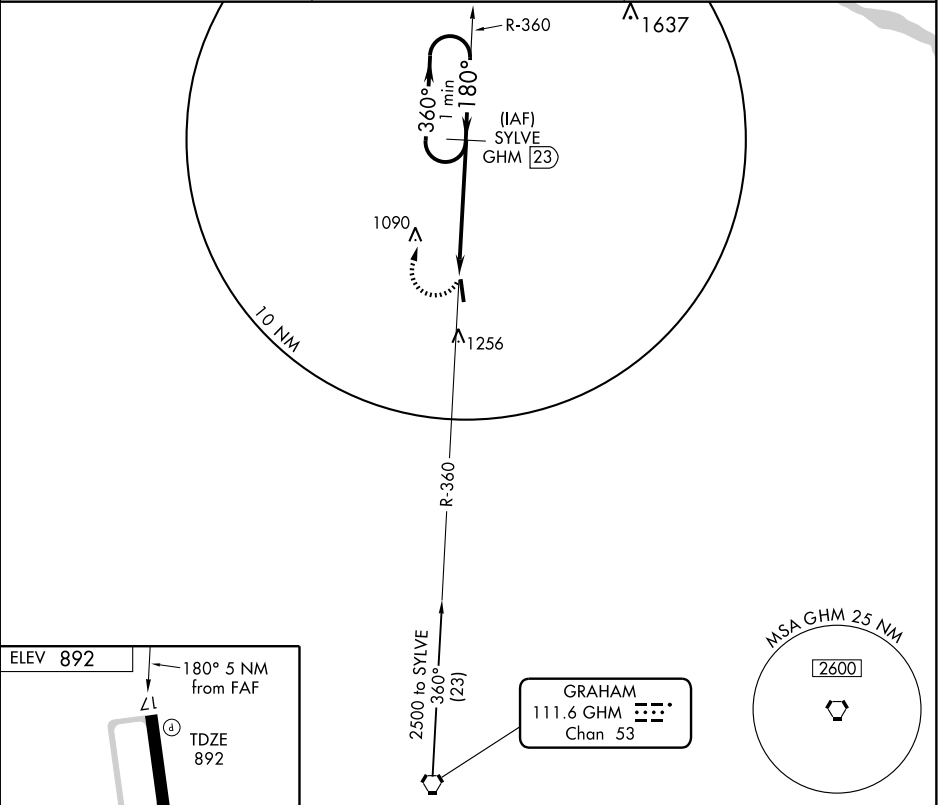
VORTAC GHM	APF CRS	Rwy Idg	5001
111.6	180°	TDZE	892
Chan 53		Apt Elev	892

VOR/DME RWY 17  
DICKSON MUNI (M02)

  
NA

MISSED APPROACH: Climbing right turn to 2500 via R-360 GHM VORTAC to SYLVE 23 DME and hold.

AWOS-3 123.875	MEMPHIS CENTER 125.85 381.4	UNICOM 122.8 (CTAF)
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<div><div>2500</div><div>GHM R-360 111.6</div><div>SYLVE GHM 23</div><div>SYLVE GHM 23</div><div>One Minute Holding Pattern</div><div>360° → 2500 ← 180°</div><div>2.98° TCH 40</div><div>VGSI and descent angles not coincident.</div></div>				
CATEGORY	A	B	C	D
S-17	1400-1 508 (600-1)		1400-1½ 508 (600-1½)	
CIRCLING	1400-1 508 (600-1)		1560-1¾ 668 (700-1¾)	1560-2 668 (700-2)

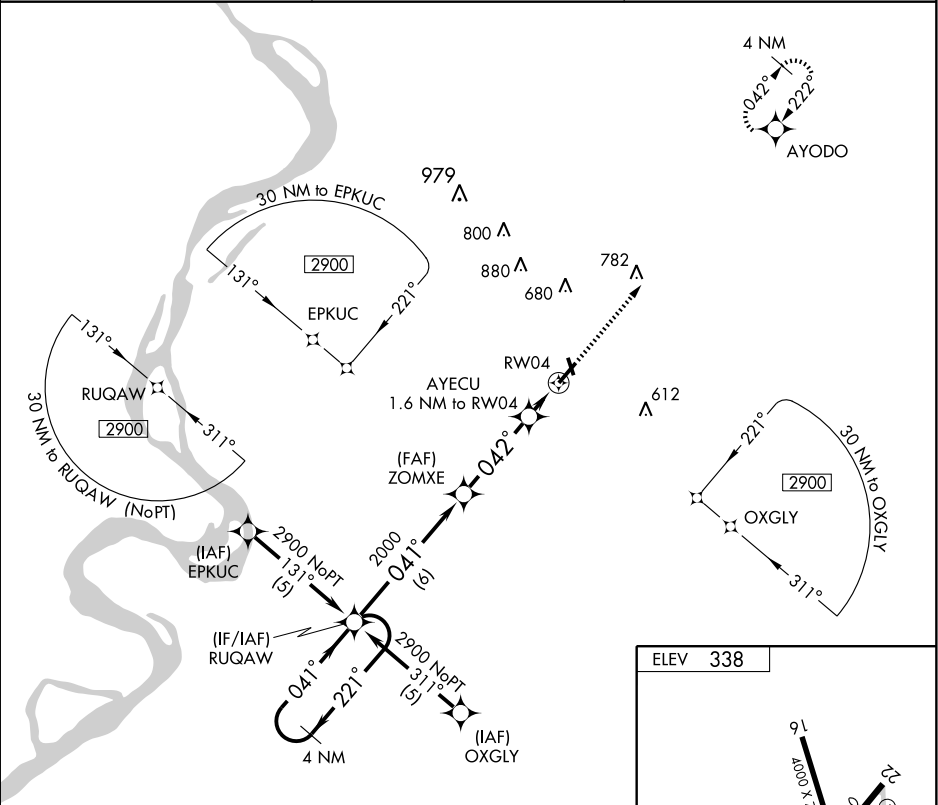
REIL Rwy 17 and 35  
MIRL Rwy 17-35

APP CRS	Rwy Idg	5698
042°	TDZE	325
	Apt Elev	338

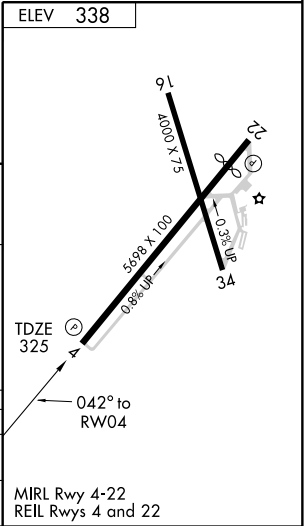
# RNAV (GPS) RWY 4

DYERSBURG RGNL (DYR)

<div><div><div></div><div></div></div><div><div></div><div></div></div></div>	If local altimeter setting not received, use Blytheville Muni, AR altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2900 direct AYODO and hold.
AWOS-3 135.625	MEMPHIS CENTER 134.65 316.15	UNICOM 123.05 (CTAF)



<div>4 NM Holding Pattern</div> <div>RUQAW</div> <div>ZOMXE</div> <div>2900</div> <div>221°</div> <div>041°</div> <div>041°</div> <div>3.00°</div> <div>TCH 40</div> <div>AYECU</div> <div>1.6 NM to RW04</div> <div>2000</div> <div>042°</div> <div>840</div> <div>VGSI and descent angles not coincident.</div> <div>6 NM</div> <div>3.6 NM</div> <div>1.6</div> <div>2900</div> <div>AYODO</div>				
CATEGORY	A	B	C	D
LNAV MDA	720-1 395 (400-1)			720-1¼ 395 (400-1¼)
CIRCLING	760-1 422 (500-1)	800-1 462 (500-1)	800-1½ 462 (500-1½)	900-2 562 (600-2)





APP CRS	Rwy Idg	<b>5004</b>
<b>222°</b>	TDZE	<b>335</b>
	Apt Elev	<b>338</b>

## RNAV (GPS) RWY 22

DYERSBURG RGNL (DYR)



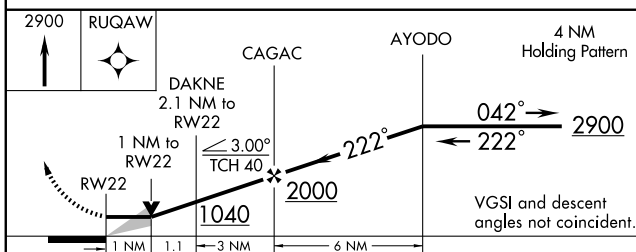
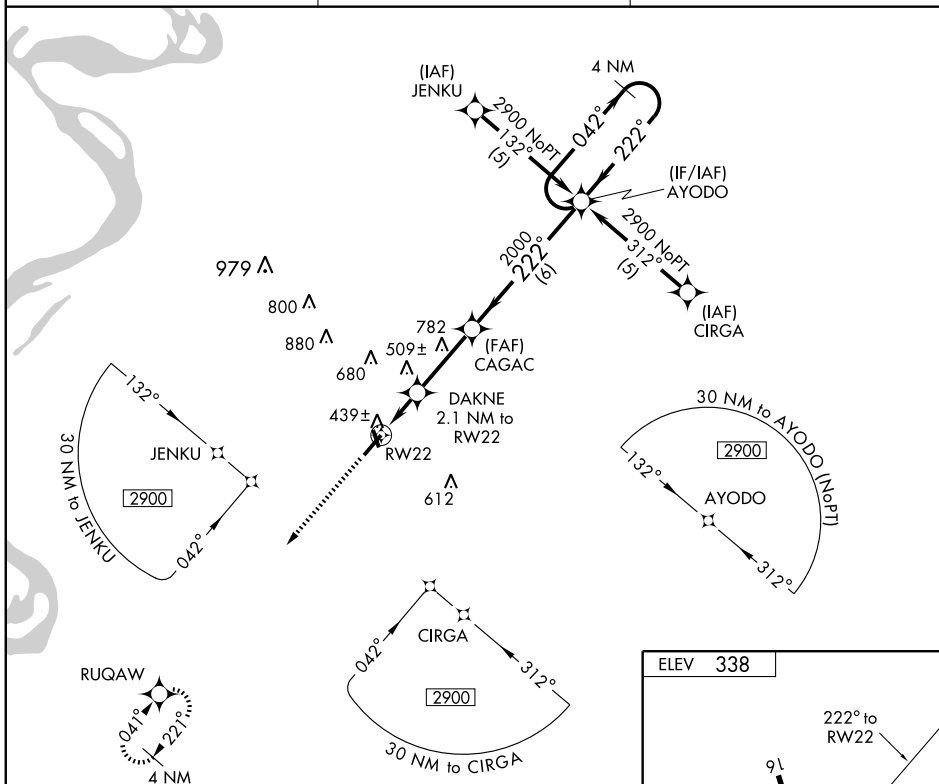
DME/DME RNP-0.3 NA. Straight-in minimums NA at night. If local altimeter setting not received, use Blytheville Muni, AR altimeter setting and increase all MDAs 60 feet.

**MISSED APPROACH:** Climb to 2900  
direct RUQAW and hold.

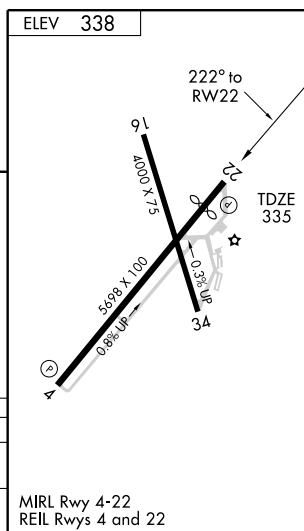
AWOS-3  
135.625

MEMPHIS CENTER  
134.65 316.15

UNICOM  
123.05 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	700-1 365 (400-1)			700-1½ 365 (400-1½)
CIRCLING	760-1 422 (500-1)	800-1 462 (500-1)	800-1½ 462 (500-1½)	900-2 562 (600-2)



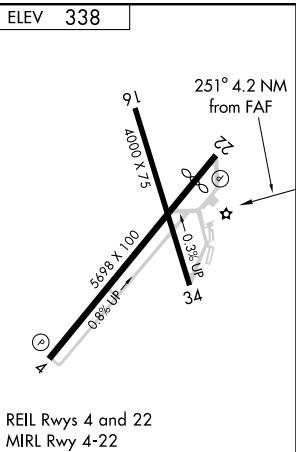
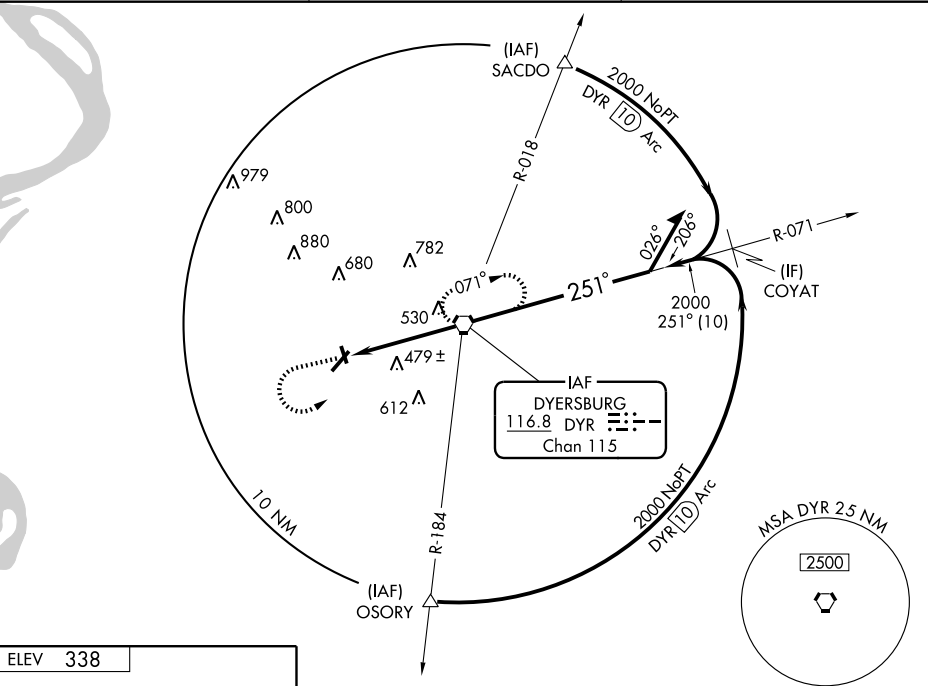
VORTAC DYR	APP CRS	Rwy Idg	N/A
116.8	251°	TDZE	N/A
Chan 115		Apt Elev	338

VOR-A

DYERSBURG RGNL (DYR)

<p><b>▼</b> <b>▲</b></p> <p>If local altimeter setting not received, use Blytheville Muni, AR altimeter setting and increase all MDAs 60 feet.</p>	<p>MISSED APPROACH: Climb to 2000, then left turn direct DYR VORTAC and hold.</p>
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AWOS-3 135.625	MEMPHIS CENTER 134.65 316.15	UNICOM 123.05 (CTAF)
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FAF to MAP 4.2 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	760-1 422 (500-1)	800-1 462 (500-1)	800-1½ 462 (500-1½)	900-2 562 (600-2)
Min:Sec	4:12	2:48	2:06	1:41	1:24					

VORTAC DYR <b>116.8</b> Chan <b>115</b>	APP CRS <b>065°</b>	Rwy Idg TDZE Apt Elev	<b>5698</b> <b>325</b> <b>338</b>
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# VOR/DME RWY 4

DYERSBURG RGNL (DYR)



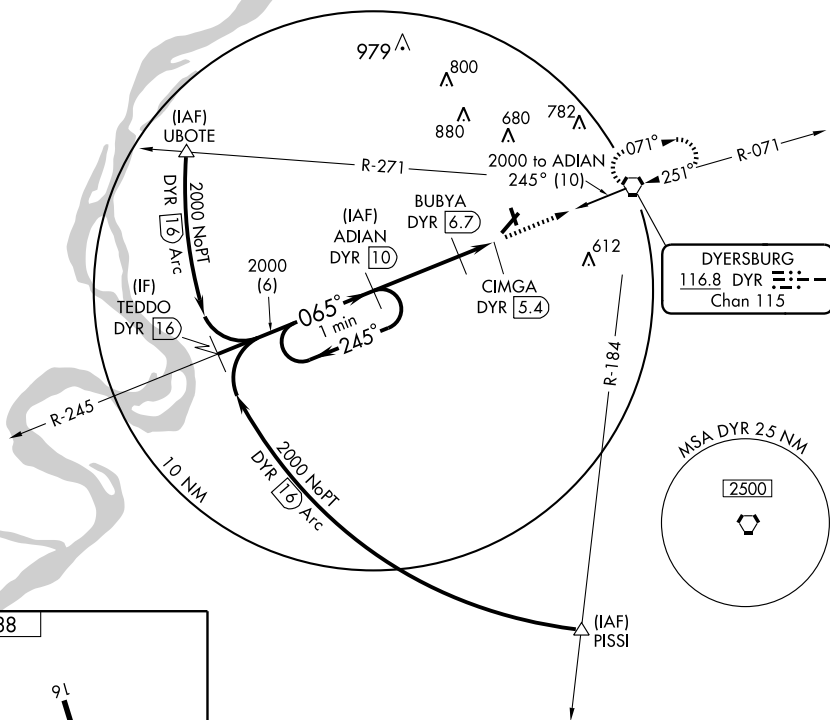
If local altimeter setting not received, use Blytheville Muni, AR altimeter setting and increase all MDAs 60 feet. VDP NA when using Blytheville Muni altimeter setting.

MISSED APPROACH: Climb to 2000 direct DYR VORTAC and hold.

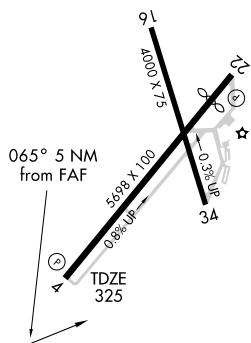
AWOS-3  
**135.625**

MEMPHIS CENTER  
**134.65 316.15**

UNICOM  
**123.05** (CTAF)



ELEV **338**



One Minute  
Holding Pattern

ADIAN  
DYR **10**

BUBYA  
DYR **6.7**

2000  
↑  
DYR  
**116.8**

2000 ← 245°  
065° →

VGSI and descent  
angles not coincident.

3.12°  
TCH 40

900

DYR **6.1**  
CIMGA  
DYR **5.4**

3.3 NM 0.6 0.8 0.4

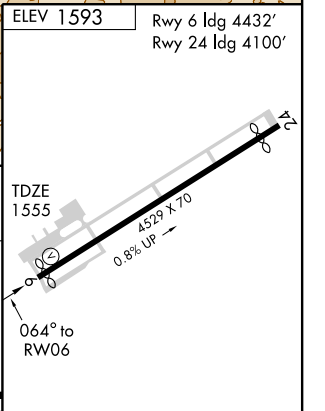
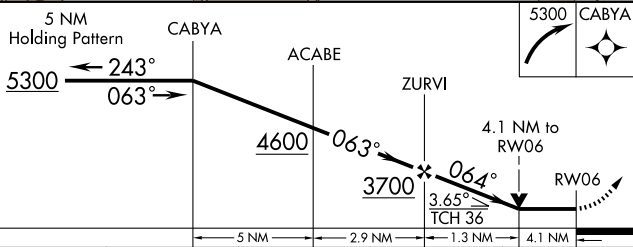
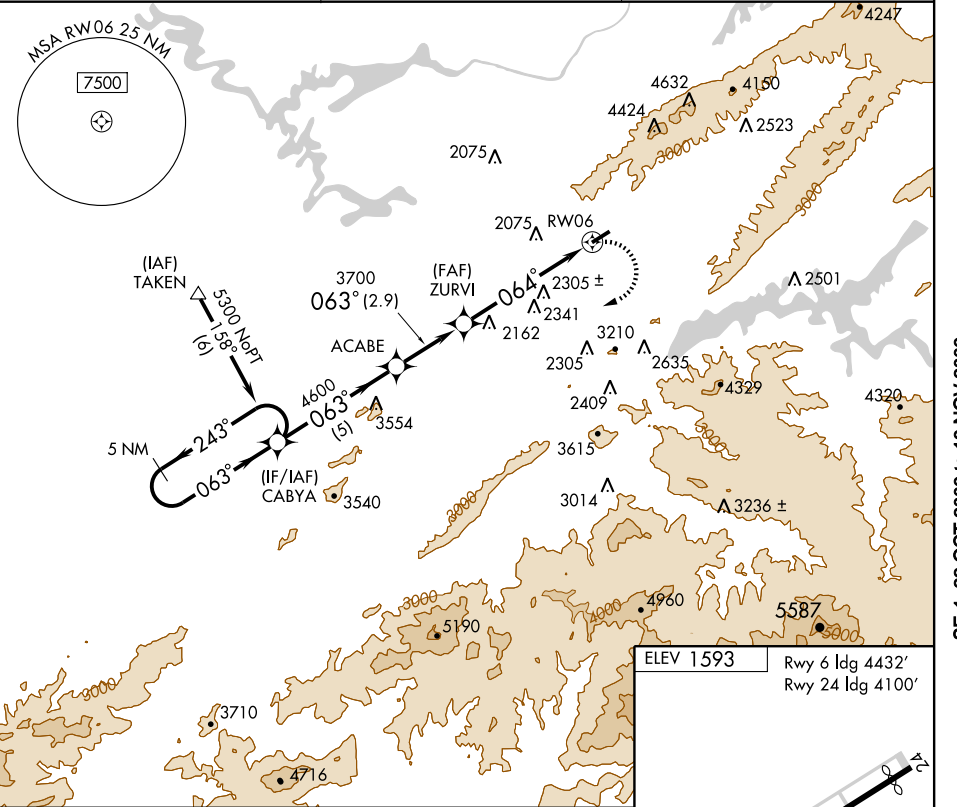
CATEGORY	A	B	C	D
S-4	720-1	395 (400-1)	720-1¼ 395 (400-1¼)	900-2 562 (600-2)
CIRCLING	760-1 422 (500-1)	800-1 462 (500-1)	800-1½ 462 (500-1½)	900-2 562 (600-2)

MIRL Rwy 4-22  
REIL Rws 4 and 22

If local altimeter setting not received, use Tri-Cities Rgnl altimeter setting and increase all MDAs 60 ft. VDP NA when using Tri-Cities Rgnl altimeter setting. Circling NA Northwest of Rwy 6-24. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 5300 direct CABYA and hold.

AWOS-3 135.675	TRI CITY APP CON 134.425 349.0	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	3240-1¼ 1685 (1700-1¼)	3240-1½ 1685 (1700-1½)	3240-3 1685 (1700-3)	NA
CIRCLING	3240-1¼ 1647 (1700-1¼)	3240-1½ 1647 (1700-1½)	3240-3 1647 (1700-3)	NA

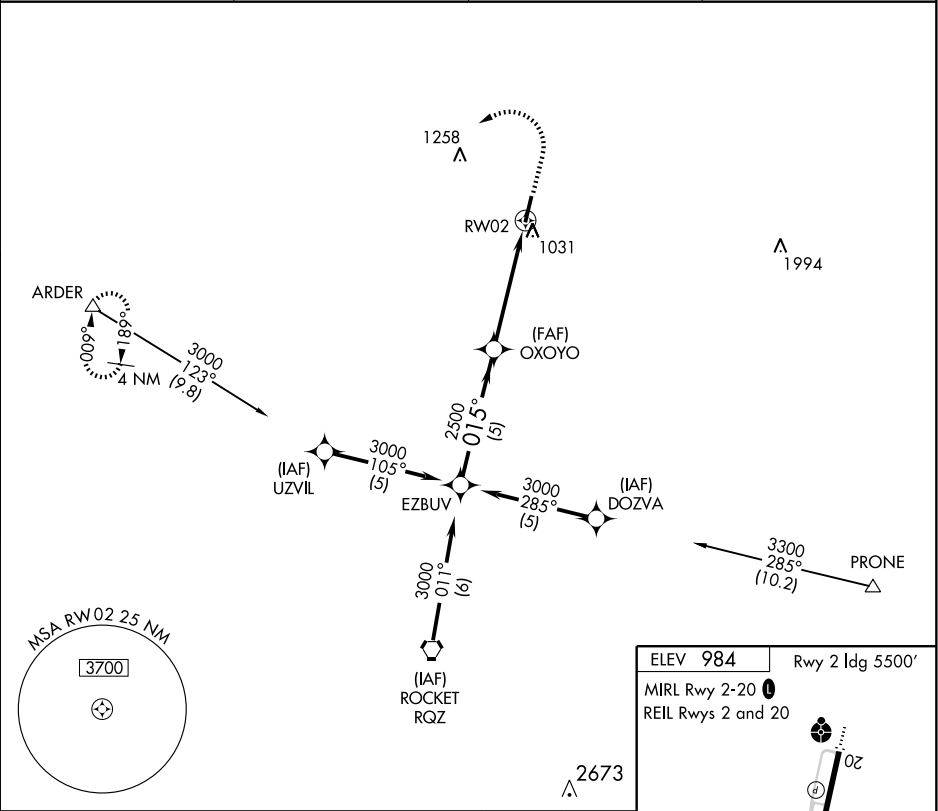
URL Rwy 6-24

GPS RWY 2

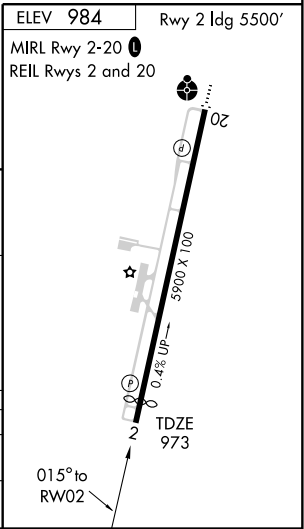
FAYETTEVILLE MUNI (FYM)

APP CRS	Rwy Idg	5500
015°	TDZE	973
	Apt Elev	984

<div><div>▼</div><div>▲ NA</div></div>		MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct ARDER WP and hold.	
AWOS-3 135.275	HUNTSVILLE APP CON ★ 125.6 354.1	GCO 121.725	UNICOM 122.8 (CTAF) 0



<div><div>2000</div><div>3000</div><div>ARDER</div></div>				
<div><div>EZBUB</div><div>3000</div><div>015°</div><div>OXOYO</div><div>2500</div><div>VGSI and descent angles not coincident.</div><div>3.00° ≥ TCH 40</div><div>RW02</div></div>				
CATEGORY	A	B	C	D
S-2	1380-1	407 (400-1)	1380-1¼	407 (400-1¼)
CIRCLING	1440-1 456 (500-1)	1540-1 556 (600-1)	1540-1½ 556 (600-1½)	1540-2 556 (600-2)



NDB TNY <b><u>358</u></b>	APP CRS <b>195°</b>	Rwy Idg TDZE Apt Elev	<b>5900</b> <b>984</b> <b>984</b>
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NDB RWY 20  
FAYETTEVILLE MUNI (FYM)

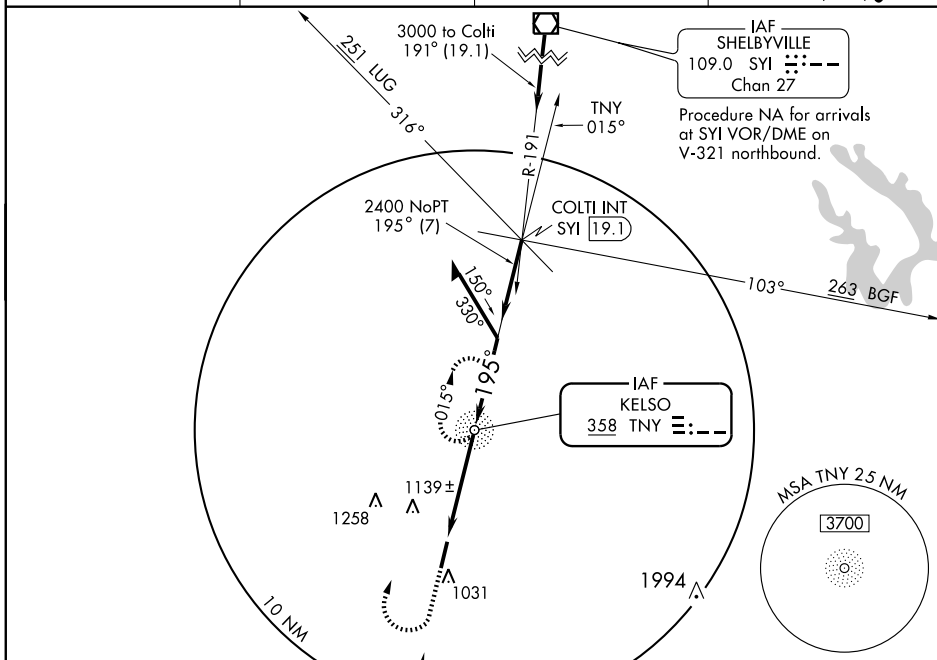


If local altimeter setting not received, use Huntsville altimeter setting and increase all MDAs 120 feet. Inoperative table does not apply to Cat. C.



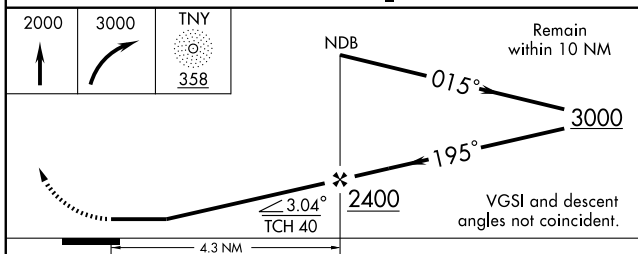
**MISSED APPROACH:** Climb to 2000 then climbing right turn to 3000 direct TNY NDB and hold.

AWOS-3 135.275	HUNTSVILLE APP CON ★ 125.6 354.1	GCO 121.725	UNICOM 122.8 (CTAF) 0
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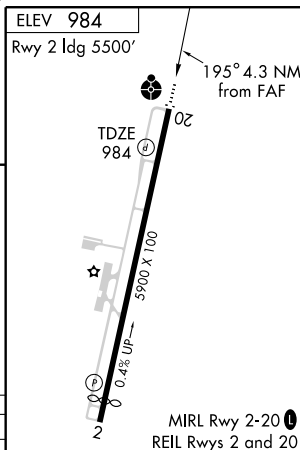


ROCKET  
112.2 RQZ  
Chan 59

3000 to NDB  
011° (20.7)



CATEGORY	A	B	C	D
S-20	1440- $\frac{3}{4}$	456 (500- $\frac{3}{4}$ )	1440-1 $\frac{1}{4}$ 456 (500-1 $\frac{1}{4}$ )	1440-1 $\frac{1}{2}$ 456 (500-1 $\frac{1}{2}$ )
CIRCLING	1440-1 456 (500-1)	1540-1 556 (600-1)	1540-1 $\frac{1}{2}$ 556 (600-1 $\frac{1}{2}$ )	1540-2 556 (600-2)



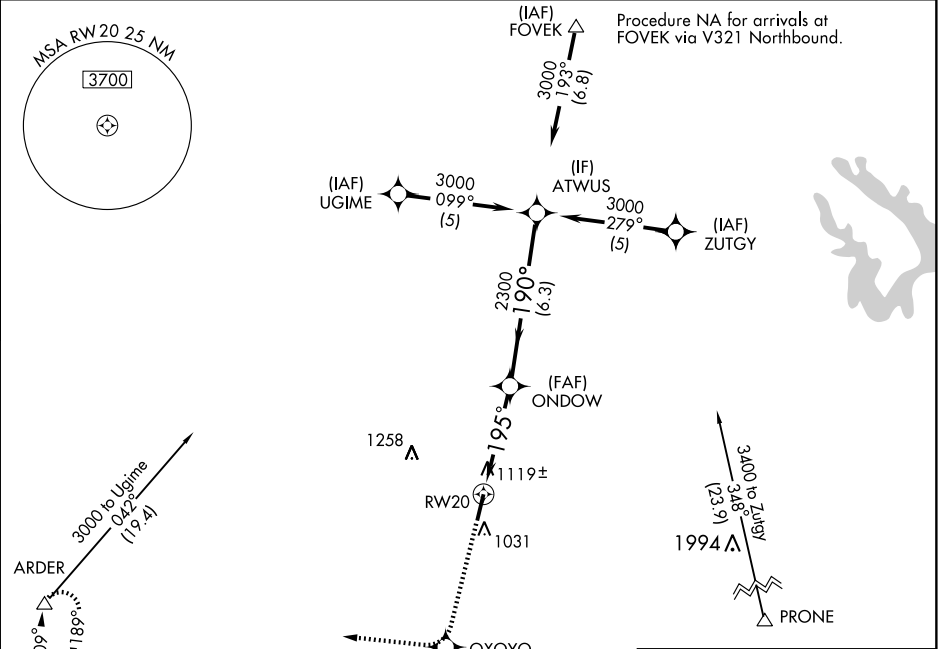
FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

APP CRS	Rwy Idg	5900
195°	TDZE	983
	Apt Elev	984

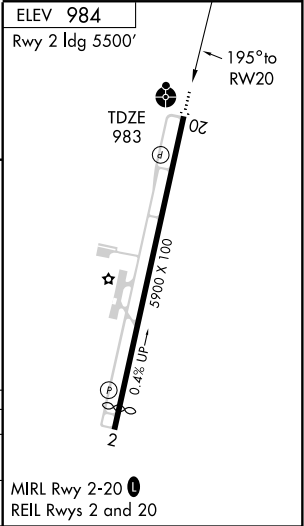
# RNAV (GPS) RWY 20

FAYETTEVILLE MUNI (FYM)

<div><div><div></div><div></div></div><div>NA</div></div> <div>If local altimeter setting not received, use Huntsville altimeter setting and increase all MDAs 120 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with Huntsville altimeter setting.</div>	<div><div><div></div><div></div></div><div>ODALS</div></div> <div>MISSED APPROACH: Climb to 3000 direct OXOYO and via 277° track to ARDER and hold.</div>		
<div>AWOS-3</div> <div>135.275</div>	<div>HUNTSVILLE APP CON ★</div> <div>125.6 354.1</div>	<div>GCO</div> <div>121.725</div>	<div>UNICOM</div> <div>122.8 (CTAF) 0</div>



CATEGORY	A	B	C	D
LNNAV MDA	1380-1 397 (400-1)			1380-1¼ 397 (400-1¼)
CIRCLING	1420-1 436 (500-1)	1540-1 556 (600-1)	1540-1½ 556 (600-1½)	1540-2 556 (600-2)



SDF FYM	APP CRS	Rwy Idg	5900
110.5	195°	TDZE	983
		Apt Elev	984

SDF RWY 20  
FAYETTEVILLE MUNI (FYM)

**NA**

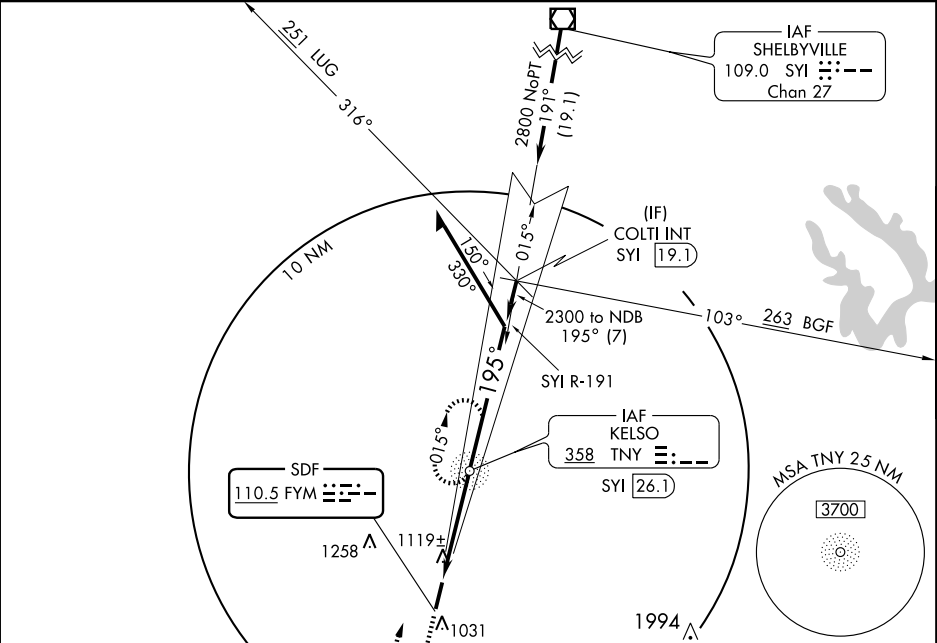
If local altimeter setting not received, use Huntsville altimeter setting and increase all MDAs 120 feet.  
Visibility reduction by helicopters NA.  
ADF or DME REQUIRED.

**ODALS**

.....

**MISSED APPROACH:** Climb to 2000 then climbing right turn to 3000 via heading 040° and FYM SDF North course to KELSO NDB/SYI 26.1 DME and hold.

AWOS-3 135.275	HUNTSVILLE APP CON * 125.6 354.1	GCO 121.725	UNICOM 122.8 (CTAF) 1
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2000

3000

TNY

HDG 040° FYM N Course 110.5

358

NDB SYI 26.1

Remain within 10 NM

015°

3000

195°

2300

2.93° TCH 40

VGSI and descent angles not coincident.

4.1 NM

CATEGORY	A	B	C	D
S-20	1380-1 397 (400-1)			1380-1¼ 397 (400-1¼)
CIRCLING	1420-1 436 (500-1)	1540-1 556 (600-1)	1540-1½ 556 (600-1½)	1540-2 556 (600-2)

ELEV 984

Rwy 2 Idg 5500'

TDZE 983

20

195° 4.1 NM from FAF

0.4% Up

5900 X 100

2

MIRL Rwy 2-20 1

REIL Rws 2 and 20

F knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

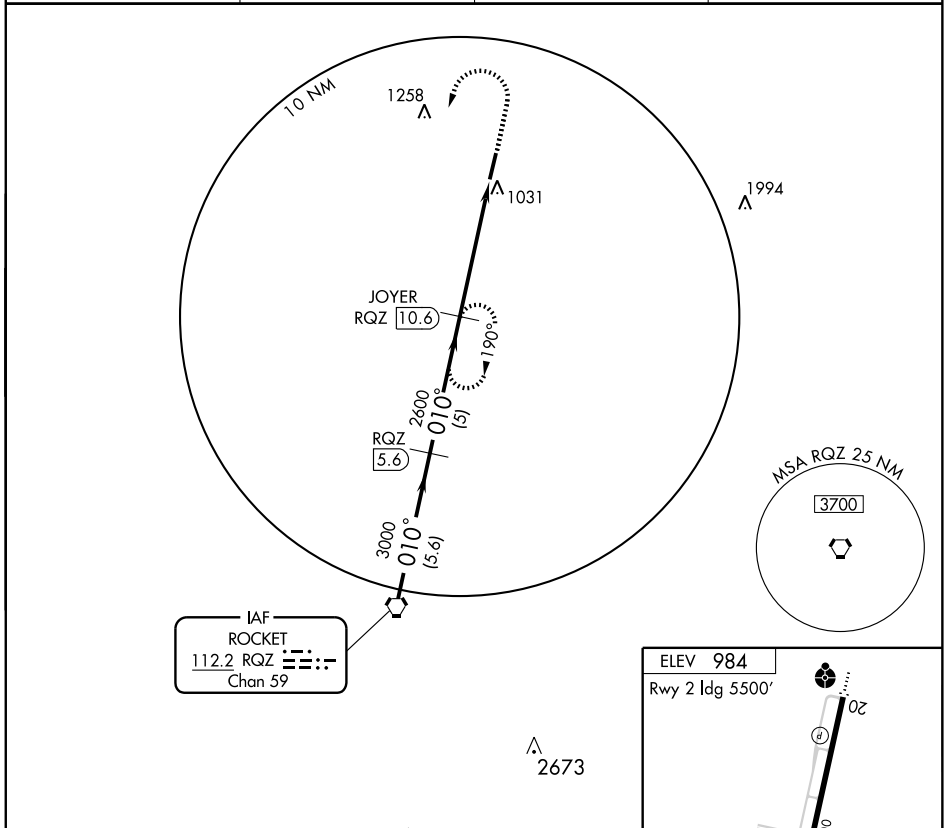


VORTAC RQZ	APP CRS	Rwy Idg	5500
<b>112.2</b>	<b>010°</b>	TDZE	<b>973</b>
Chan <b>59</b>		Apt Elev	<b>984</b>

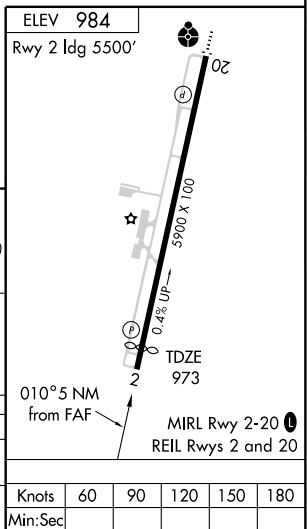
# VOR/DME RWY 2

FAYETTEVILLE MUNI (FYM)

<div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div>NA</div></div> <div>If local altimeter setting not received, use Huntsville altimeter setting and increase all MDAs 120 feet.</div>	MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via RQZ R-010 to JOYER INT and hold.		
AWOS-3 135.275	HUNTSVILLE APP CON ★ 125.6 354.1	GCO 121.725	UNICOM 122.8 (CTAF) 0



VORTAC	4000	010°	RQZ 5.6	JOYER RQZ 10.6	2000	3000	JOYER RQZ 10.6
Procedure Turn NA	3000	2600	3.00°	TCH 40	RQZ 15.6		
VGSI and descent angles not coincident	5.6 NM	5 NM	5 NM				
CATEGORY	A	B	C	D			
S-2	1400-1	427 (500-1)	1400-1¼	1400-1½			
			427 (500-¼)	427 (500-½)			
CIRCLING	1420-1	1540-1	1540-1½	1540-2			
	436 (500-1)	556 (600-1)	556 (600-½)	556 (600-2)			

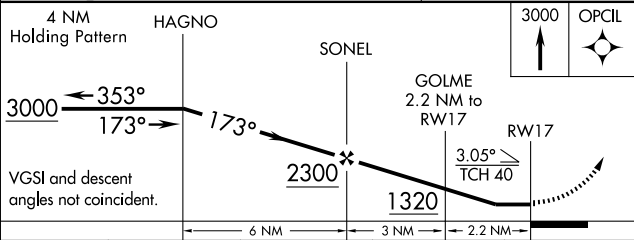
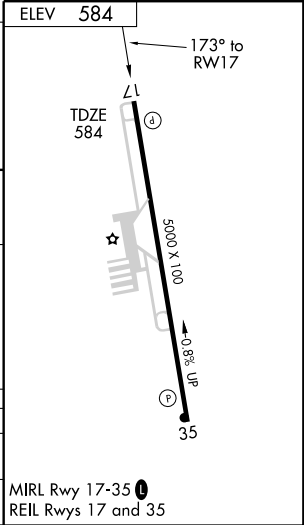
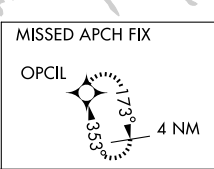
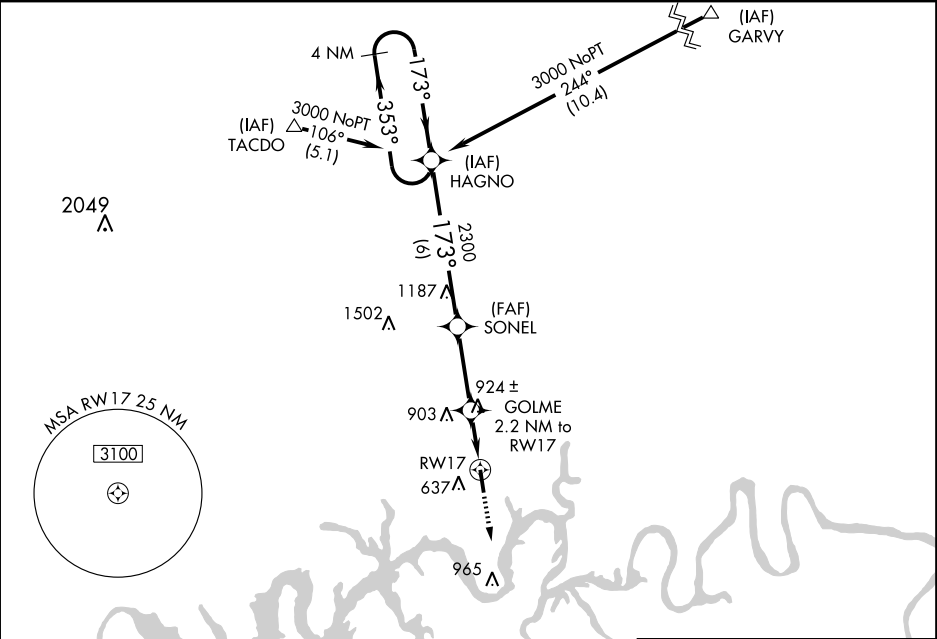


APP CRS	Rwy Idg	5000
173°	TDZE	584
	Apt Elev	584

RNAV (GPS) RWY 17

GALLATIN/ SUMNER COUNTY RGNL (M33)

<p><b>⚠</b> If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 60 feet.</p> <p><b>⚠</b> NA GPS or RNP-0.3 Required.</p> <p>DME/DME RNP-0.3 NA.</p>		<p>MISSED APPROACH: Climb to 3000 direct OPCI L WP and hold.</p>	
AWOS-3	NASHVILLE APP CON	GCO	UNICOM
132.725	118.4 360.7	135.075	123.05 (CTAF) <b>📶</b>



CATEGORY	A	B	C	D
LNAV MDA	1180-1	596 (600-1)	1180-1½ 596 (600-1½)	1180-1¾ 596 (600-1¾)
CIRCLING	1180-1	596 (600-1)	1180-1½ 596 (600-1½)	1240-2 656 (700-2)

MIRL Rwy 17-35 **📶**  
REIL Rwsy 17 and 35

APP CRS	Rwy Idg	<b>5000</b>
<b>353°</b>	TDZE	<b>565</b>
	Apt Elev	<b>584</b>

## RNAV (GPS) RWY 35

GALLATIN/ SUMNER COUNTY RGNL (M33)

**T** If local altimeter setting not received, use Nashville Intl  
**A** altimeter setting and increase all MDAs 60 feet.  
**NA** GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct  
HAGNO WP and hold.

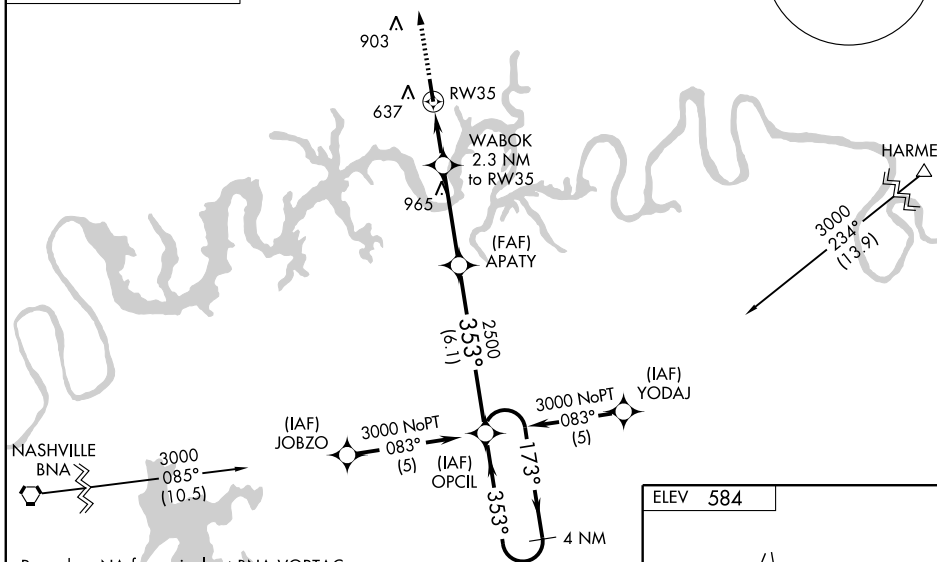
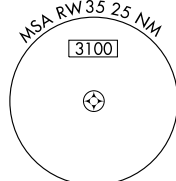
AWOS-3  
132.725

NASHVILLE APP CON  
118.4 360.7

GCO  
135.075

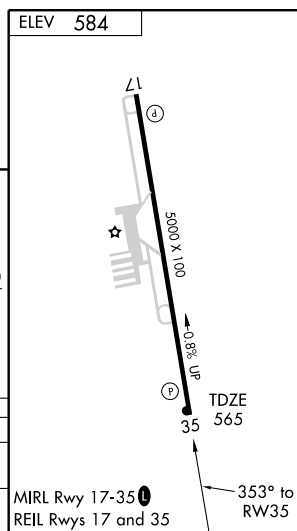
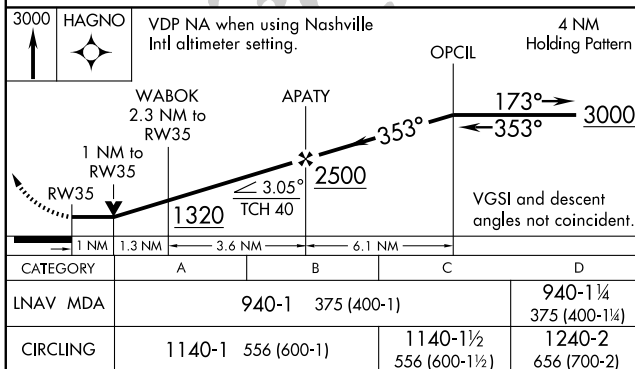
UNICOM  
123.05 (CTAF) **L**

MISSED APCH FIX


$$\Lambda_{1502}^{1187}$$


Procedure NA for arrivals at BNA VORTAC  
on V-140 westbound or for arrivals at HARME  
INT on V-140 eastbound

ELEV 584



VORTAC BNA <b>114.1</b> Chan <b>88</b>	APP CRS <b>045°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>584</b>
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VOR/DME-A

GALLATIN/ SUMNER COUNTY RGNL (M33)

**T** If local altimeter setting not received, use Nashville Intl  
**A NA** altimeter setting and increase all MDAs 60 feet.

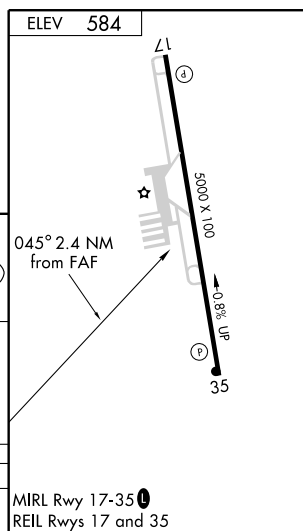
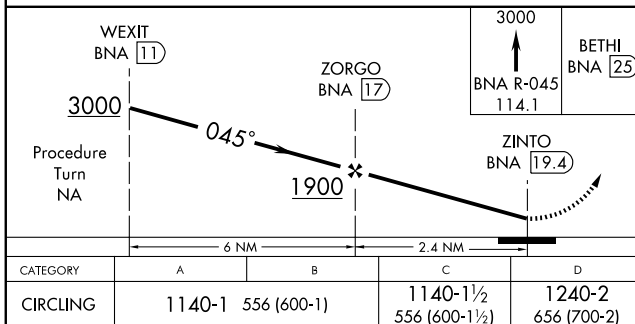
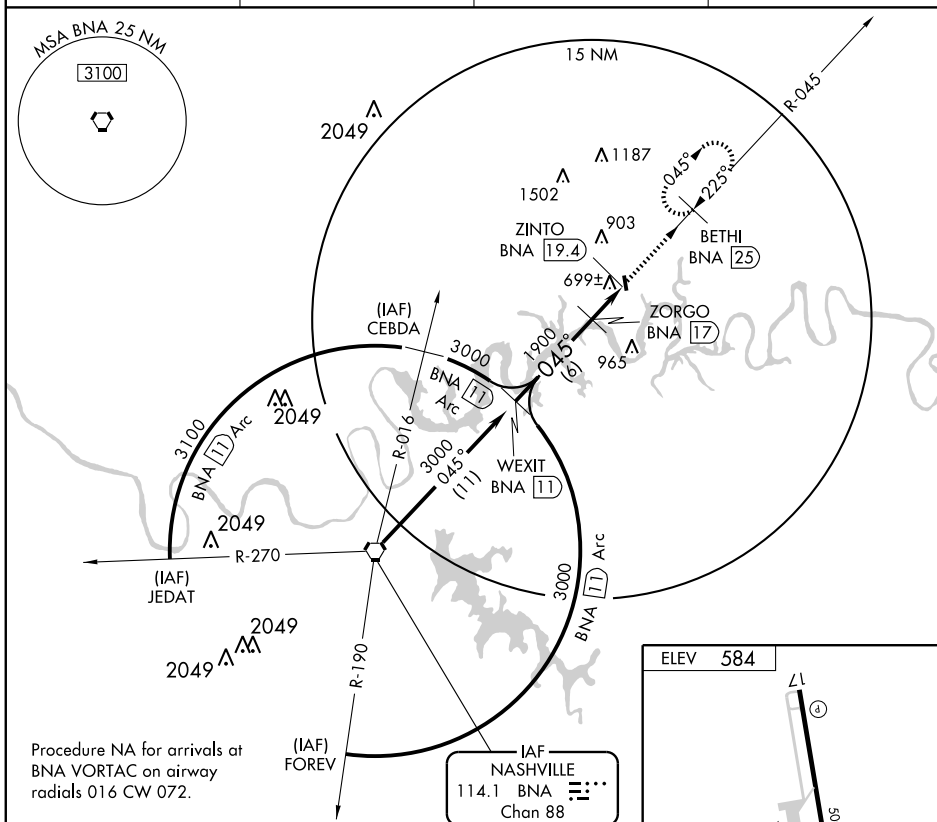
MISSED APPROACH: Climb to 3000 via BNA VORTAC  
045° radial to BETHI/ 25 DME and hold.

AWOS-3  
132.725

NASHVILLE APP CON

GCO  
135.075

UNICOM  
123.05 (CTAF) 



LOC I-GCY <b><u>108.5</u></b>	APP CRS <b>051°</b>	Rwy Idg TDZE Apt Elev	<b>6302</b> <b>1604</b> <b>1608</b>
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LOC RWY 5  
GREENEVILLE-GREENE COUNTY MUNI (GCY)

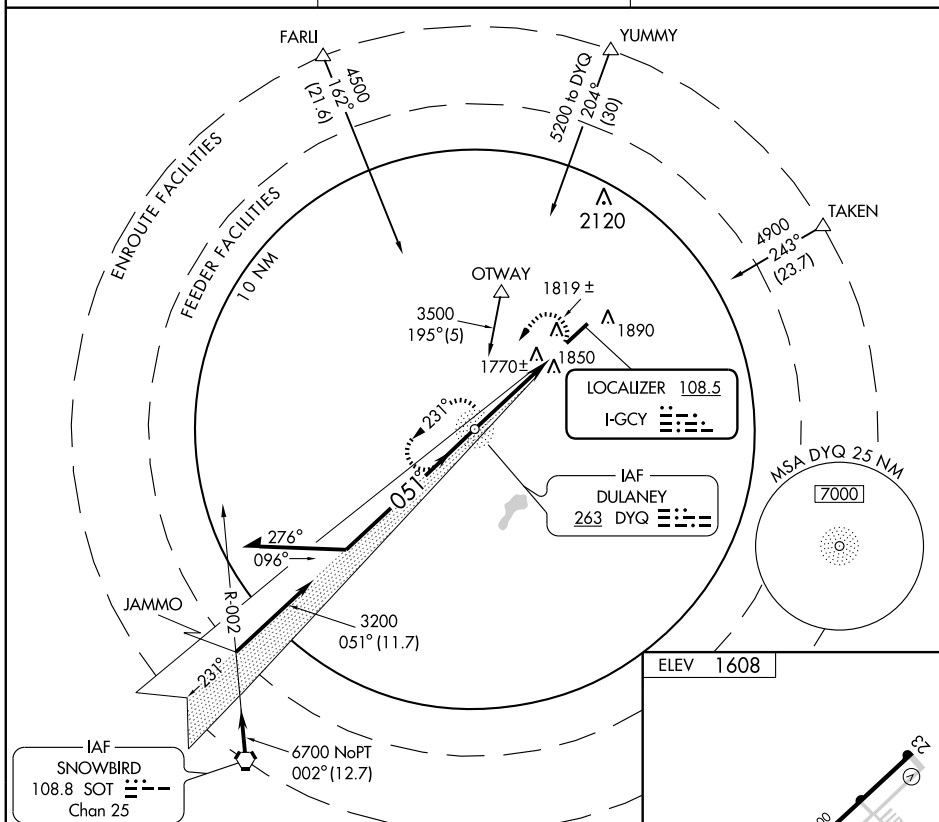
**NA** If local altimeter not received use Tri-Cities Rgnl altimeter setting and increase all MDAs 120 feet.  
**ADF REQUIRED**

**MISSED APPROACH:** Climbing left turn to 3500 direct DYQ NDB and hold.

AWOS-3  
128.425

TRI-CITY APP CON★  
119.25 317.5

UNICOM  
122.7 (CTAF)



Remain  
within 10 NM

3500

051%

3200

← 4.5 NM →

3500

DYG

ELEV 1608

TDZE

1604

051° 4.5 NM  
from EAF

1848

MIRL Rwy 5-23  
REIL Rwys 5 and 23

CATEGORY	A	B	C	D	REIL Rwy's 5 and 23					
S-5	2020-1	416 (500-1)	2020-1 $\frac{1}{4}$	416 (500-1 $\frac{1}{4}$ )	FAF to MAP 4.5 NM					
CIRCLING	2260-1	652 (700-1)	2260-1 $\frac{3}{4}$	2260-2	Knots	60	90	120	150	180
			652 (700-1 $\frac{3}{4}$ )	652 (700-2)	Min:Sec	4:30	3:00	2:15	1:48	1:30

NDB DYQ	APP CRS	Rwy Idg	<b>6302</b>
<b><u>263</u></b>	<b>051°</b>	TDZE	<b>1604</b>
		Apt Elev	<b>1608</b>

# NDB or GPS RWY 5

## GREENEVILLE-GREENE COUNTY MUNI (GCY)

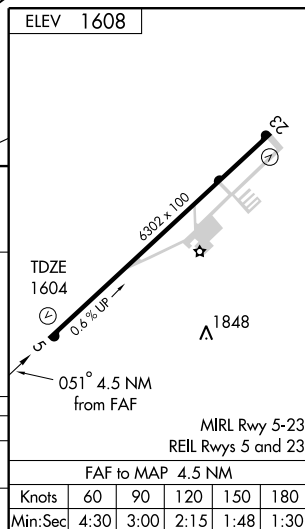
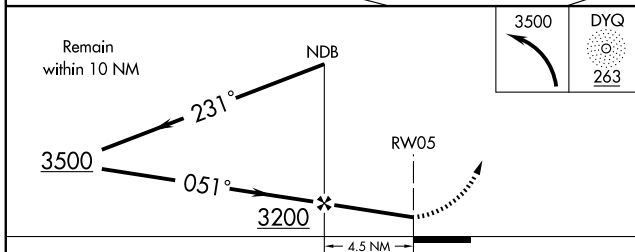
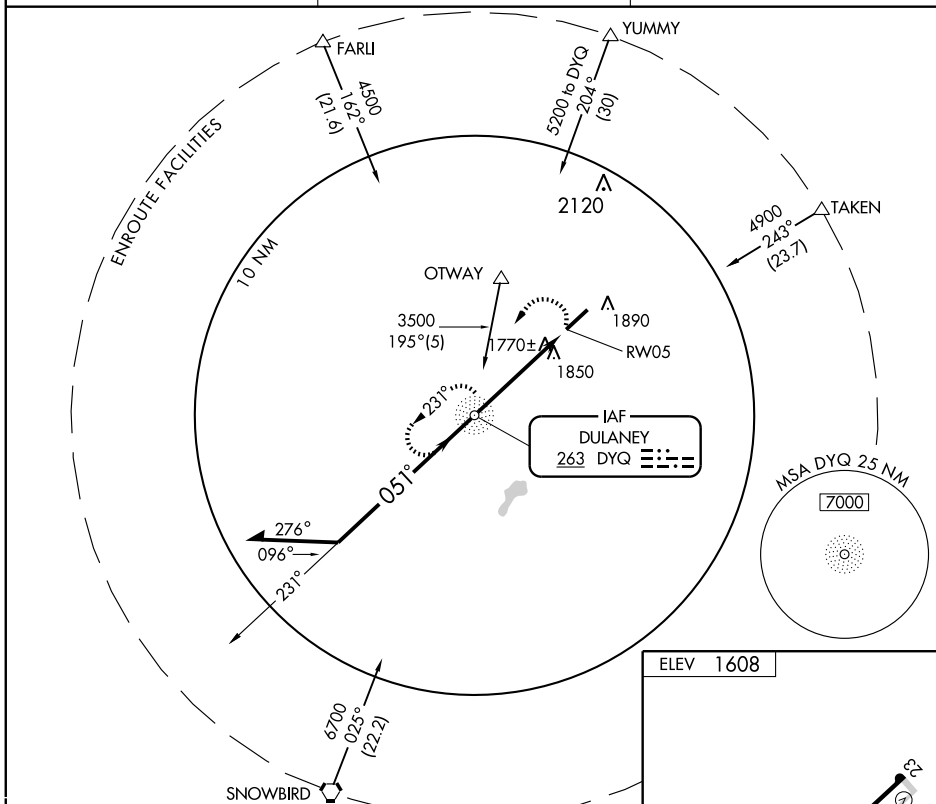
**T** If local altimeter not received use Tri-Cities Rgnl  
**A** NA altimeter setting and increase all MDAs 120 feet.

**MISSED APPROACH:** Climbing left turn to 3500 direct DYQ NDB and hold.

AWOS-3  
128.425

TRI-CITY APP CON★  
119.25 317.5

UNICOM  
122.7 (CTAF)



NDB RWY 2

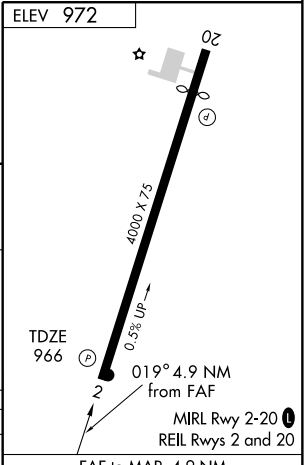
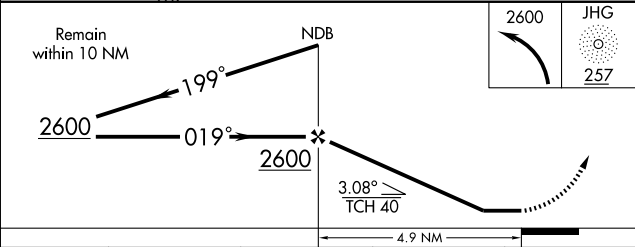
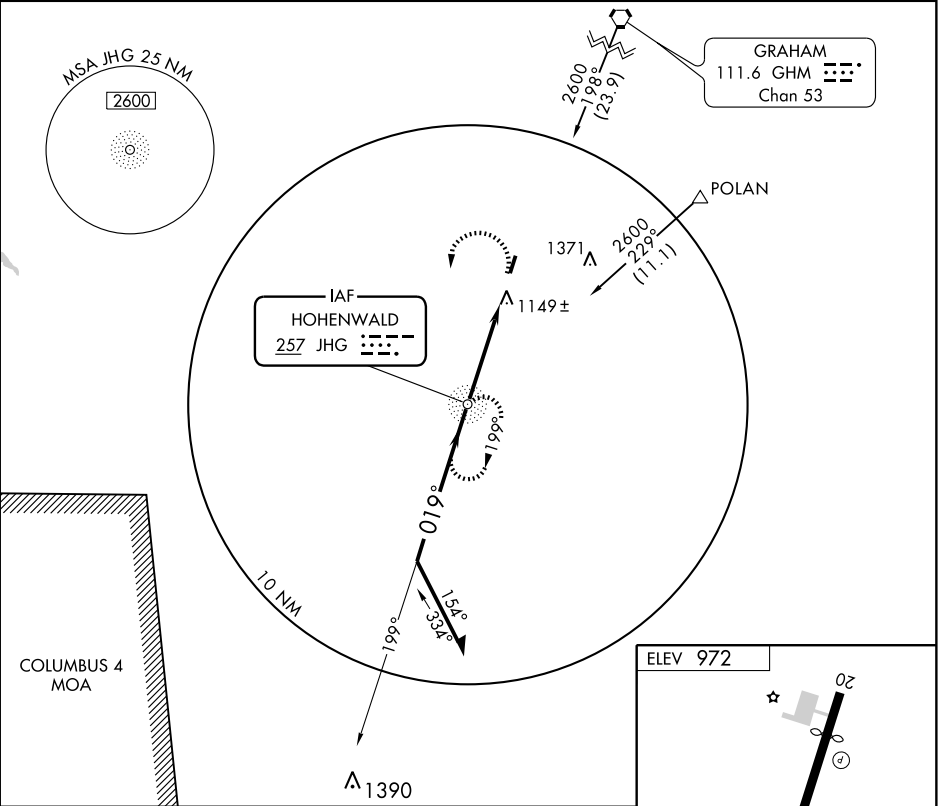
HOHENWALD/JOHN A BAKER FIELD (0M3)

NDB JHG	APP CRS	Rwy Idg	4000
257	019°	TDZE	966
		Apt Elev	972

▲ NA Use Lawrenceburg-Lawrence County altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 direct JHG NDB and hold.

LAWRENCEBURG AWOS-3 120.175	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-2	1520-1	554 (600-1)	1520-1½ 554 (600-1½)	NA
CIRCLING	1520-1	548 (600-1)	1520-1½ 548 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

APP CRS	Rwy Idg	<b>4000</b>
<b>019°</b>	TDZE	<b>966</b>
	Apt Elev	<b>972</b>

## RNAV (GPS) RWY 2

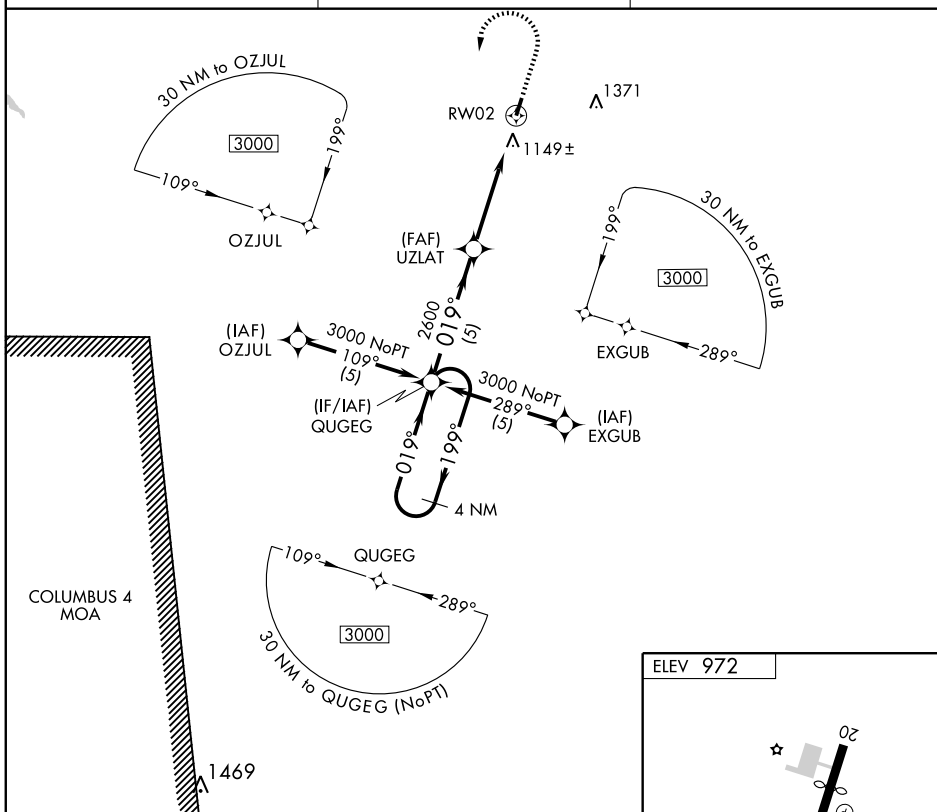
HOHENWALD/ JOHN A. BAKER FIELD (0M3)

**A** NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.  
Use Lawrenceburg-Lawrence County altimeter setting.

**MISSED APPROACH:** Climb to 2000 then climbing left turn to 3000 direct QUGEG WP and hold.

LAWRENCEBURG AWOS-3  
120.175

MEMPHIS CENTER  
125.85 379.25

UNICOM  
122.8 (CTAF) **L**

4 NM  
Holding Pattern

QUGEG

UZZLAT

3000

199°  
019°

019°

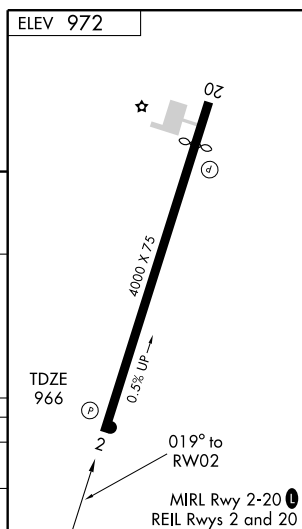
2600

3.03° > TCH 40

RW02

VGSI and descent angle not coincident.

CATEGORY	A	B	C	D
LNAV	1480-1 514 (600-1)		1480-1½ 514 (600-1½)	NA
CIRCLING	1520-1 548 (600-1)		1520-1½ 548 (600-1½)	NA





▼

▲ NA

Use Jackson altimeter setting.

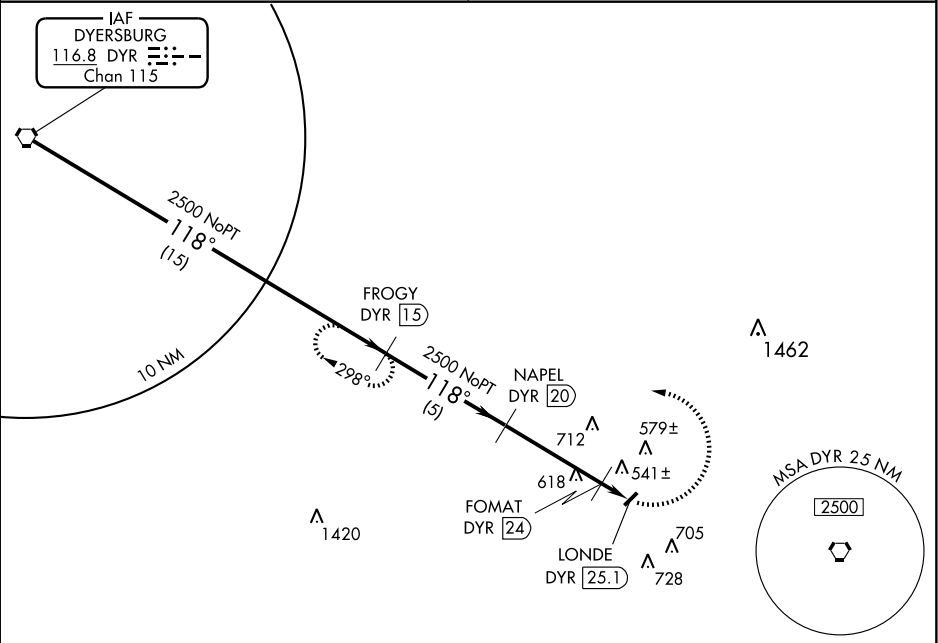
MISSED APPROACH: Climbing left turn to 2500 via DYR R-118 to FROGY 15 DME and hold.

MEMPHIS CENTER

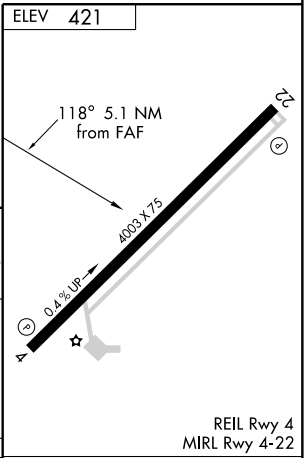
134.65 316.15

UNICOM

122.8 (CTAF)



VORTAC		FROGY DMR 15	NAPEL DMR 20	FOMAT DMR 24	LONDE DMR 25.1
2500		2500	2500	1060	
118°				118°	
Procedure Turn NA					
15 NM		5 NM	4 NM	1.1	
CATEGORY	A	B	C	D	
CIRCLING	900-1 479 (500-1)	920-1¼ 499 (500-1¼)	920-1½ 499 (500-1½)	1060-2 639 (700-2)	



	Knots	60	90	120	150	180
	Min:Sec					

GPS RWY 19

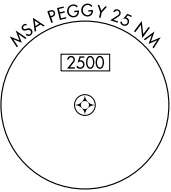
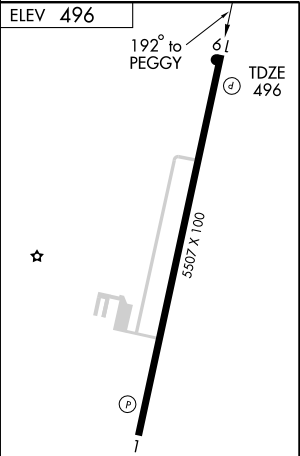
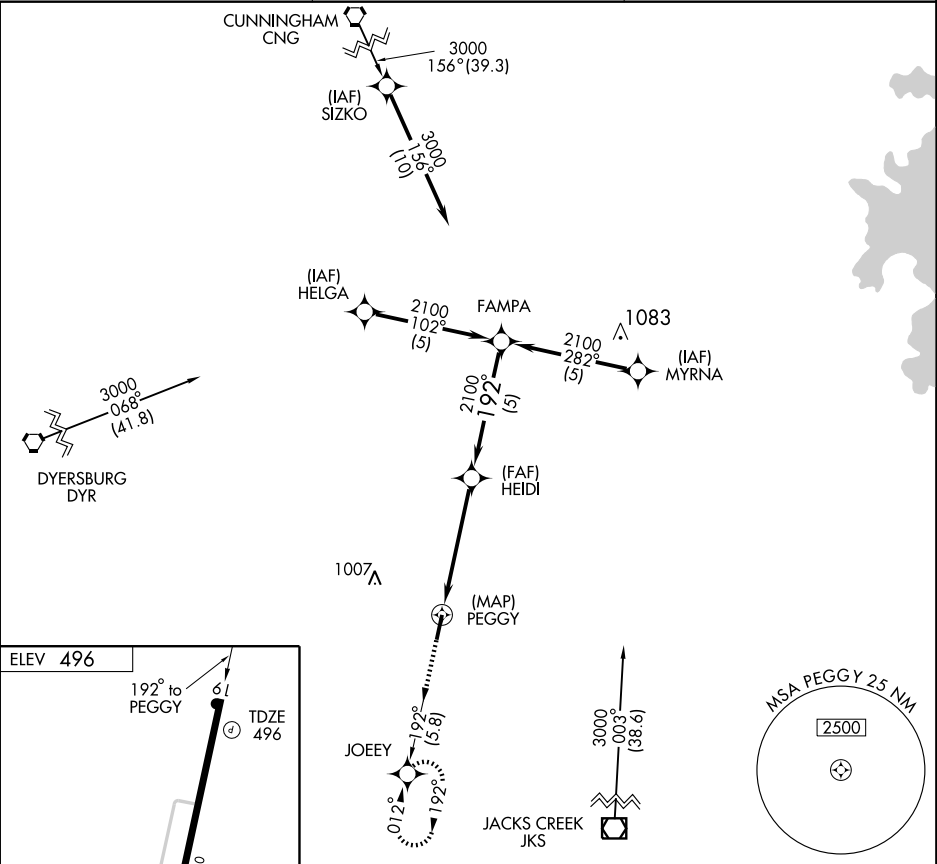
HUNTINGDON/CARROLL COUNTY (HZD)

APP CRS	Rwy Idg	5507
192°	TDZE	496
	Apt Elev	496

**NA** If local altimeter setting not received, use Jackson, TN altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2000 via 192° course to JOEY WP and hold.

AWOS-3 133.275	MEMPHIS CENTER 134.65 316.15	UNICOM 122.8 (CTAF) <b>0</b>
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<div>2000 ↑ CRS 192°</div>		<div>JOEY ✦</div>		<div>HEIDI ✱</div>		<div>FAMPA</div>	
		<div>PEGGY</div>		<div>2100</div>		<div>2100</div>	
		<div>5 NM</div>		<div>5 NM</div>		<div>Procedure Turn NA</div>	
CATEGORY	A		B		C		D
S-19	1000-1		504 (600-1)		1000-1½		504 (600-1½)
CIRCLING	1000-1		504 (600-1)		1000-1½ 504 (600-1½)		1060-2 564 (600-2)

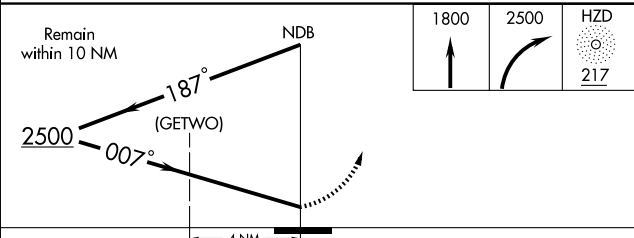
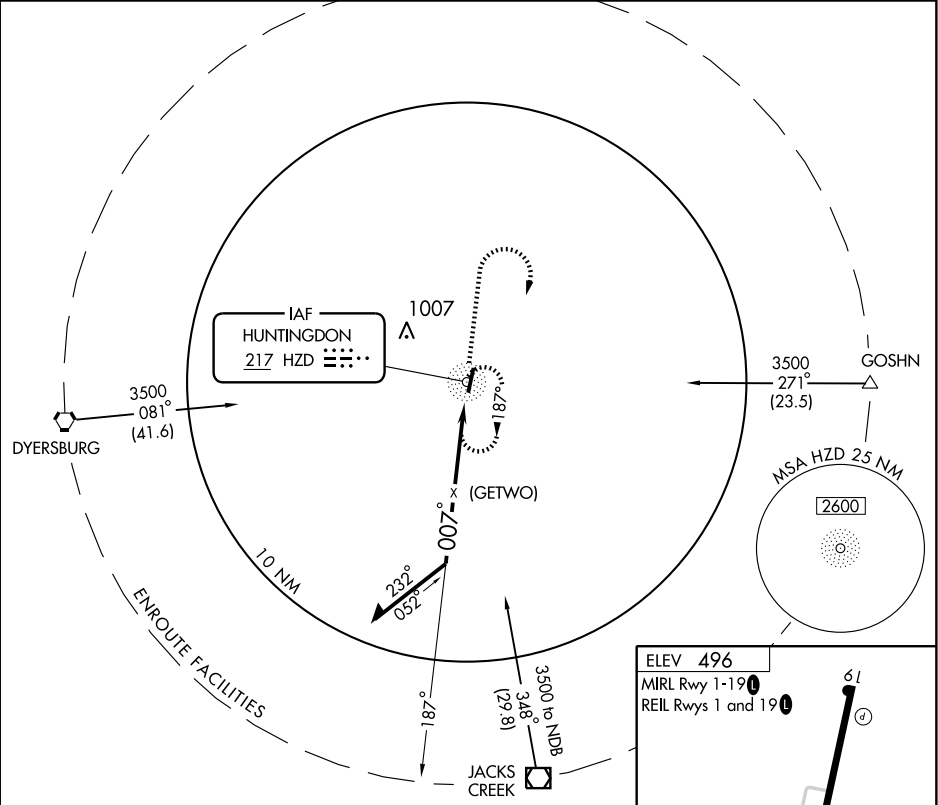
MIRL Rwy 1-19 **0**  
REIL Rwy 1 and 19 **0**

NDB HZD <b>217</b>	APP CRS <b>007°</b>	Rwy Idg TDZE Apt Elev	<b>5507</b> <b>493</b> <b>496</b>
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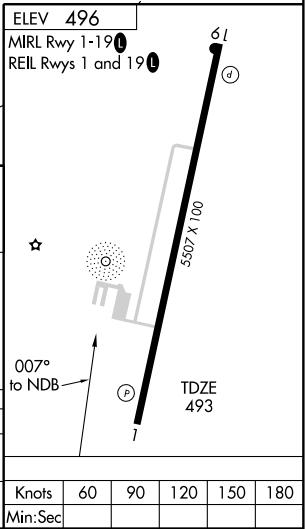
NDB or GPS RWY 1  
HUNTINGDON/CARROLL COUNTY (HZD)

NA	If local altimeter setting not received, use Jackson altimeter setting and increase all MDA's 100 feet.	MISSED APPROACH: Climb to 1800 then climbing right turn to 2500 direct HZD NDB and hold.
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AWOS-3 <b>133.275</b>	MEMPHIS CENTER <b>134.65 316.15</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
S-1	1200-1 707 (800-1)		1200-2 707 (800-2)	1200-2 1/4 707 (800-2 1/4)
CIRCLING	1200-1 704 (800-1)		1200-2 704 (800-2)	1200-2 1/4 704 (800-2 1/4)



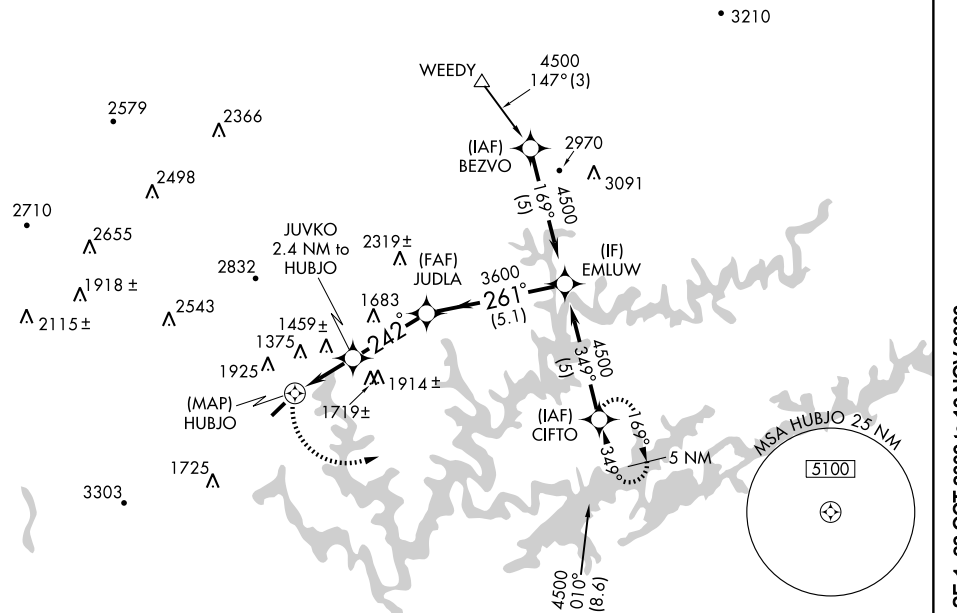
▼

▲ NA

DME/DME RNP-0.3 NA. Circling NA at night.  
VDP NA when using McGhee-Tyson altimeter setting.  
If local altimeter setting not received, use McGhee-Tyson altimeter setting and increase all MDAs 120 feet.  
Circling NA Northwest of Rwy 5 and 23.

MISSED APPROACH: Climbing left turn to 4500 direct CFTO and hold, continue climb-in-hold to 4500.

AWOS-3 124.975	ATLANTA CENTER 133.6 254.3	GCO 121.725	UNICOM 122.8 (CTAF)
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ELEV 1180

TDZE 1180

1.2% UP 4000 x 75

4500 CFTO

HUBJO 0.8 NM to HUBJO

JUDLA 3.76° TCH 30

EMLUW 261° 4500

Procedure Turn NA

0.5 0.8 1.6 NM 3.1 NM 5.1 NM

NAV DATA TABLE

CATEGORY	A	B	C	D
LNAV MDA	1720-1	540 (600-1)	NA	
CIRCLING	1800-1 620 (700-1)	1840-1 660 (700-1)	NA	

MIRL Rwy 5-23  
REIL Rws 5 and 23

SE-1, 22 OCT 2009 to 19 NOV 2009

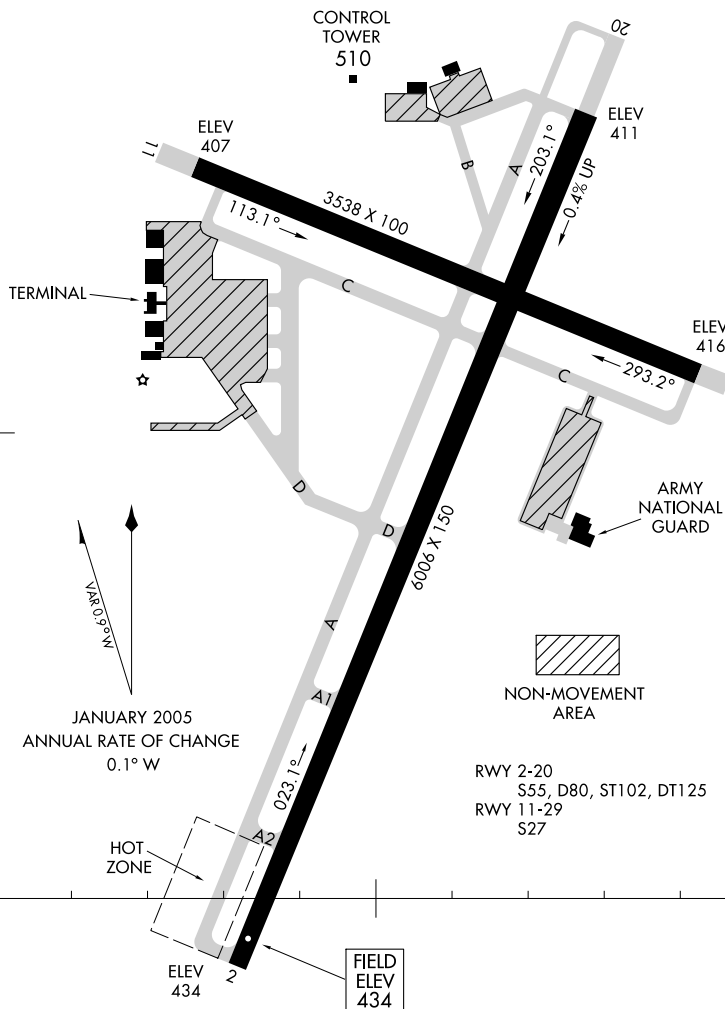
## AIRPORT DIAGRAM

AL-5062 (FAA)

JACKSON/McKELLAR-SIPES RGNL (MKL)

JACKSON, TENNESSEE

JACKSON TOWER★  
127.15 249.95  
GND CON  
120.9



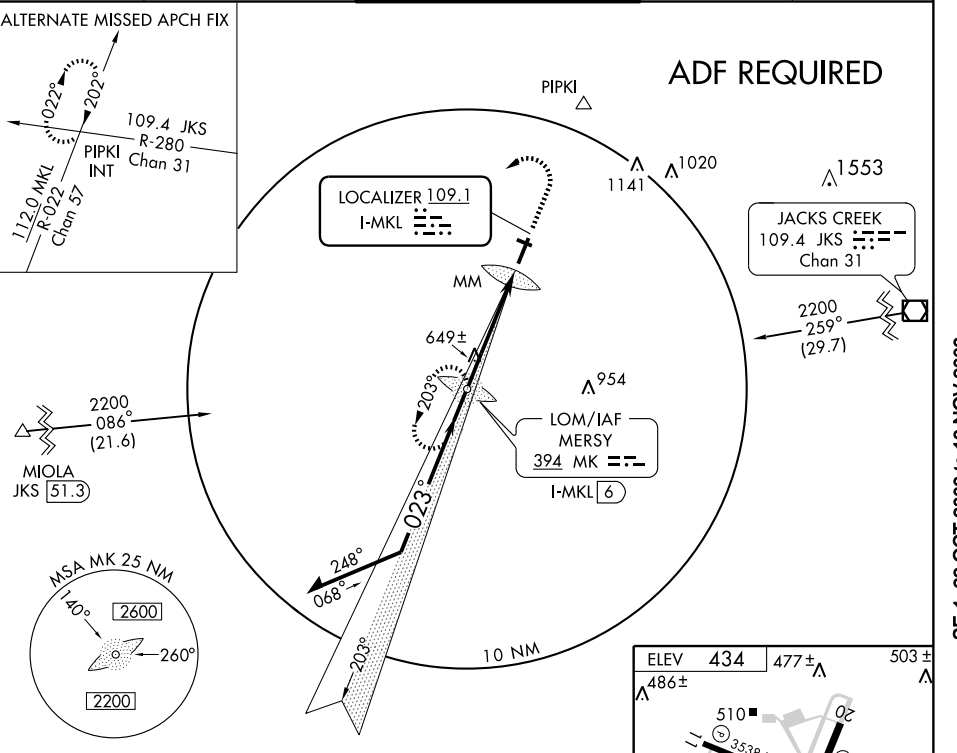
SE-1, 22 OCT 2009 to 19 NOV 2009

ADF REQUIRED. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 92 feet; all MDA 100 feet, and increase S-LOC 2 Cat. C and D visibility ¼ mile. When using Dyersburg altimeter setting; for inoperative MALSRS, increase S-ILS 2 all Cats. visibility to 1 mile.

MALSRS

MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 direct MK LOM and hold.

ASOS 119.325	MEMPHIS CENTER 134.65 316.15	JACKSON TOWER ★ 127.15 (CTAF) 0 249.95	GND CON 120.9	UNICOM 122.95
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Remain within 10 NM

2200 023°

2100

GS 3.00° TCH 59

VGSI and ILS glidepath not coincident.

3.6 NM 0.9 0.4

1000 2200 MK 394

LOM I-MKL 6

I-MKL 2.4

I-MKL 1.2

MM

023° 4.8 NM from FAF

FAF to MAP 4.8 NM

REIL Rwy 20

HIRL Rwy 2-20

MIRL Rwy 11-29

TDZE 434

488±

474

510

3538 X 100

0.4% Up

6003 X 150

473±

503±

486±

434

477±

CATEGORY	A	B	C	D
S-ILS 2	634-½ 200 (200-½)			
S-LOC 2	900-½ 466 (500-½)	900-¾ 466 (500-¾)	900-1 466 (500-1)	
CIRCLING	900-1 466 (500-1)	900-1½ 466 (500-1½)	1000-2 566 (600-2)	

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-1: 22 OCT 2009 to 19 NOV 2009

▼

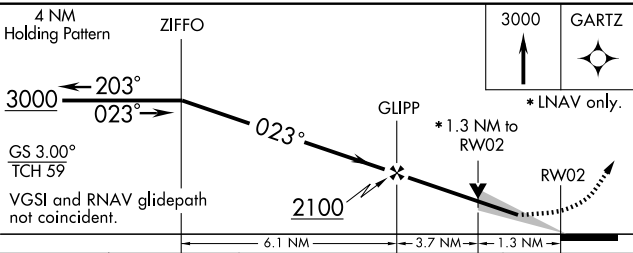
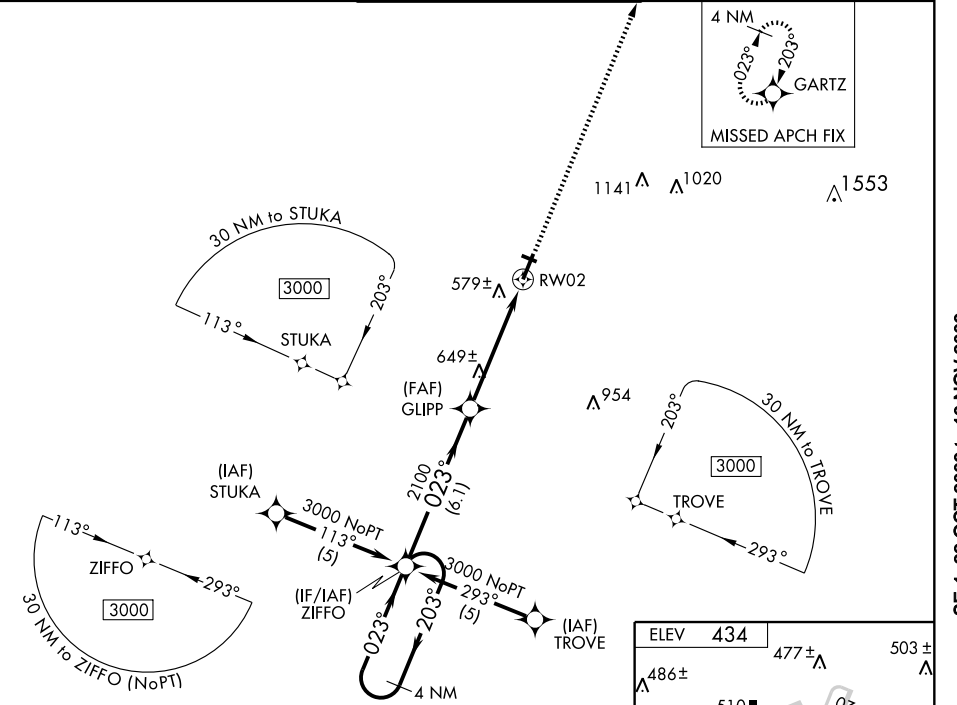
▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 92 feet and all MDA 100 feet; increase LNAV/VNAV all Cats. visibility ½ mile, and LNAV Cat. C and D visibility ¼ mile. For inoperative MALS when using Dyersburg altimeter setting, increase LPV all Cats. visibility to 1 mile. VDP and Baro-VNAV NA when using Dyersburg altimeter setting.

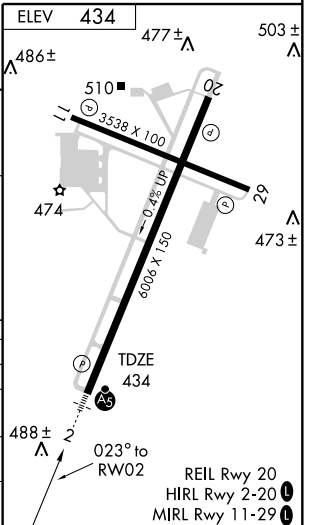
MALS

MISSED APPROACH:  
Climb to 3000 direct GARTZ and hold.

ASOS 119.325	MEMPHIS CENTER 134.65 316.15	JACKSON TOWER ★ 127.15 (CTAF) 0 249.95	GND CON 120.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		634-½	200 (200-½)	
LNAV/VNAV DA		887-1	453 (500-1)	
LNAV MDA	900-½ 466 (500-½)		900-¾ 466 (500-¾)	900-1 466 (500-1)
CIRCLING	900-1 466 (500-1)		900-½ 466 (500-½)	1000-2 566 (600-2)



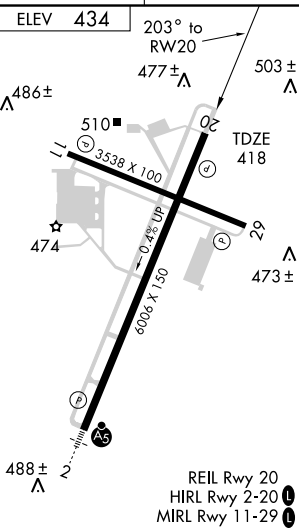
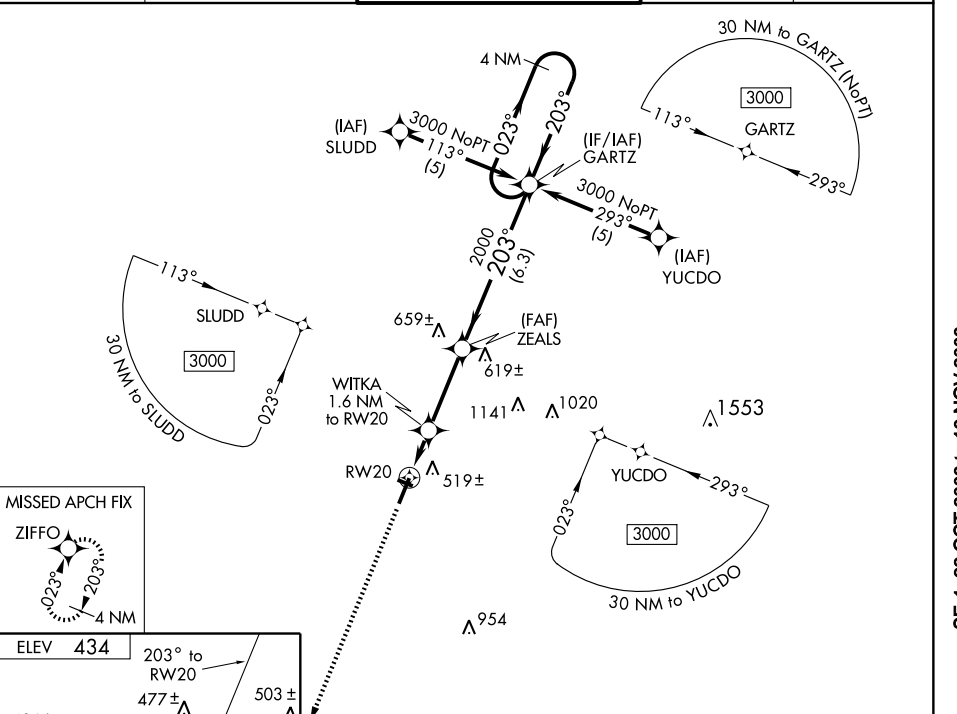
SE-1: 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	6006
CH 40312	203°	TDZE	418
W20A		Apt Elev	434

**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Dyersburg altimeter setting. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 92 feet and all MDA 100 feet; and increase LPV all Cats. visibility ½ mile, LNAV/VNAV ¼ mile, LNAV Cat. C and D ¼ mile.

**MISSED APPROACH:**  
Climb to 3000 direct ZIFFO and hold.

ASOS	MEMPHIS CENTER	JACKSON TOWER ★	GND CON	UNICOM
119.325	134.65 316.15	127.15 (CTAF) 249.95	120.9	122.95



3000		ZIFFO	4 NM Holding Pattern	
* LNAV only		WITKA 1.6 NM to RW20	ZEALS	GARTZ
RW20		*960	2000	3000
1.6 NM		3.2 NM	6.3 NM	
CATEGORY	A	B	C	D
LPV DA	710-1		292 (300-1)	
LNAV/VNAV DA	818-1½		400 (400-1½)	
LNAV MDA	780-1		362 (400-1)	
			780-1¼ 362 (400-1¼)	
CIRCLING	880-1 446 (500-1)	900-1 466 (500-1)	900-1½ 466 (500-1½)	1000-2 566 (600-2)

SE-1, 22 OCT 2009 to 19 NOV 2009

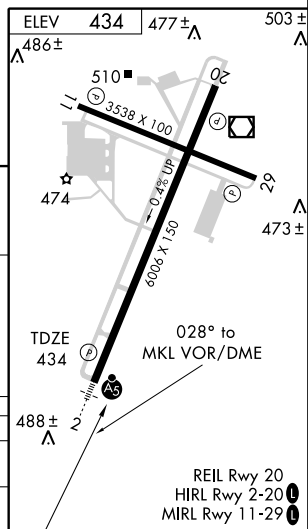


VOR RWY 2  
JACKSON/MCKELLAR-SIPES RGNL (MKL)

MALSR

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 2200 direct MKL VOR/DME and hold.

SE-1. 22 OCT 2009 to 19 NOV 2009



CATEGORY	A	B	C	D
S-2	1080-1/2	646 (700-1/2)	1080-1 1/4 646 (700-1 1/4)	1080-1 1/2 646 (700-1 1/2)
CIRCLING	1080-1	646 (700-1)	1080-1 3/4 646 (700-1 3/4)	1080-2 646 (700-2)

VORTAC LVT <b>108.4</b> Chan <b>21</b>	APP CRS <b>145°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1694</b>
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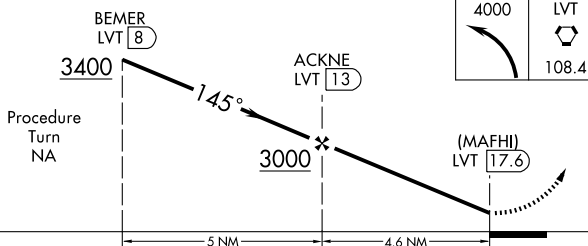
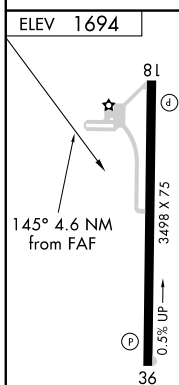
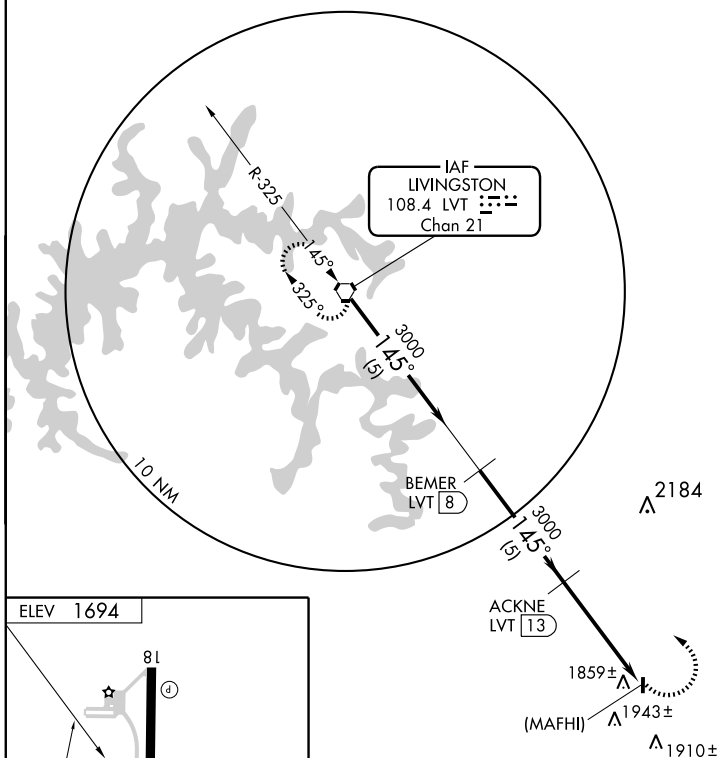
VOR/DME or GPS-A  
JAMESTOWN MUNI (2A1)

**T** Obtain local altimeter setting on UNICOM 122.8;  
**A NA** when not available, procedure not authorized.

**MISSED APPROACH:** Climbing left turn to 4000 direct to LVT VORTAC and hold.

INDIANAPOLIS CENTER  
124.625 371.925

UNICOM  
122.8 (CTAF) **L**



HIRL Rwy 18-36 **L**  
REIL Rwy 18 and 36 **L**

▼

▲ NA

Obtain local altimeter setting on CTAF; when not received, use Chattanooga altimeter setting.

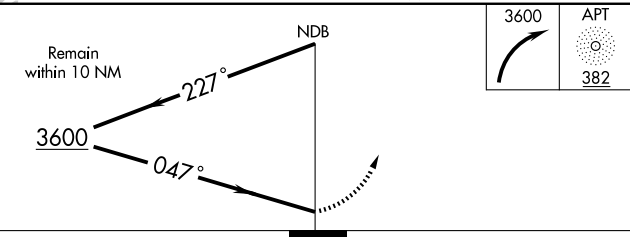
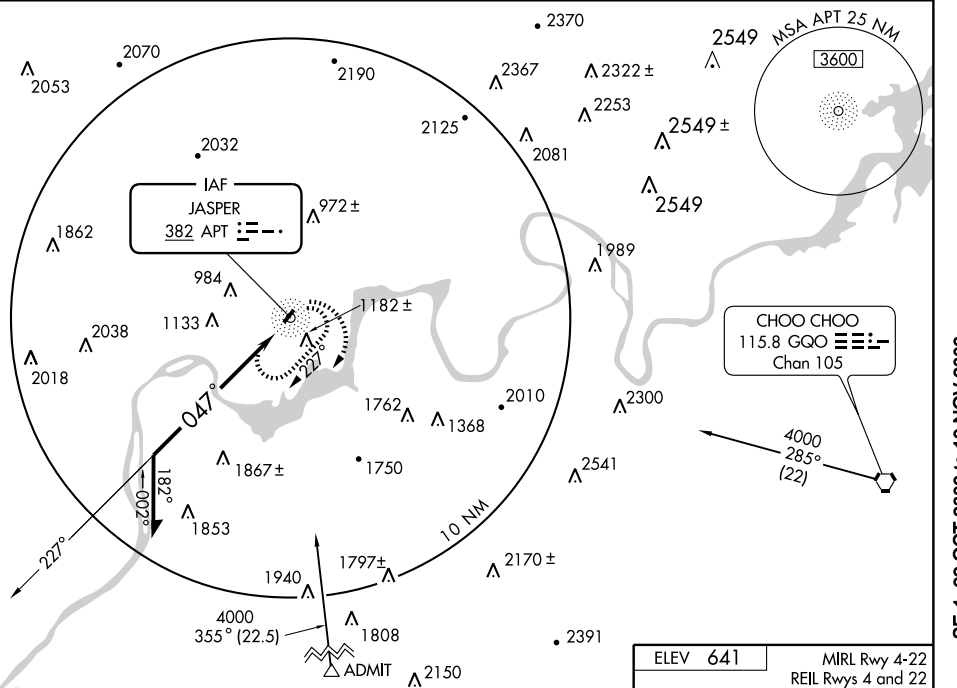
MISSED APPROACH: Climbing right turn to 3600 in APT NDB holding pattern.

CHATTANOOGA APP CON★

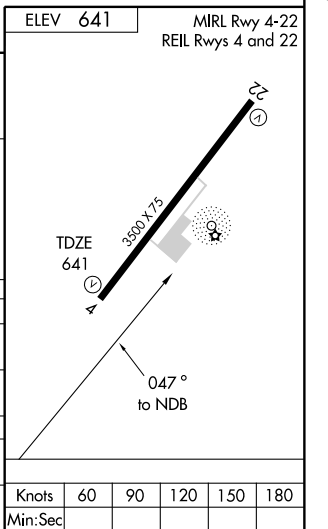
119.2 323.075

UNICOM

122.8 (CTAF)



CATEGORY	A	B	C	D
S-4	2280-1¼ 1639 (1700-1¼)	2280-1½ 1639 (1700-1½)	2280-3 1639 (1700-3)	NA
CIRCLING	2280-1¼ 1639 (1700-1¼)	2280-1½ 1639 (1700-1½)	2280-3 1639 (1700-3)	NA
CHATTANOOGA ALTIMETER SETTING MINIMUMS				
S-4	2320-1¼ 1679 (1700-1¼)	2320-1½ 1679 (1700-1½)	2320-3 1679 (1700-3)	NA
CIRCLING	2320-1¼ 1679 (1700-1¼)	2320-1½ 1679 (1700-1½)	2320-3 1679 (1700-3)	NA

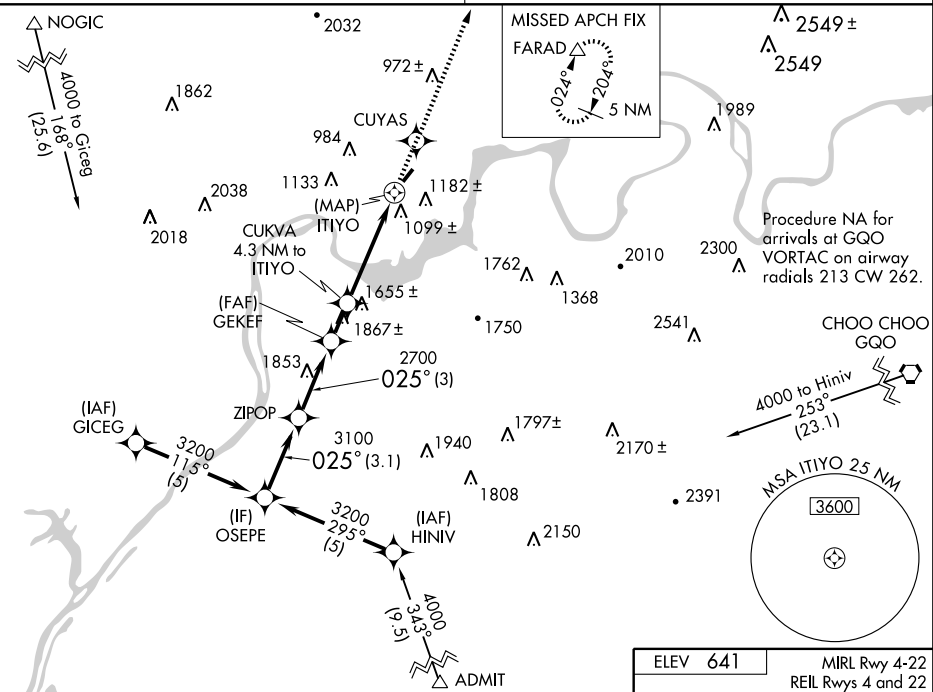


APP CRS	Rwy Idg	3500
025°	TDZE	641
	Apt Elev	641

Obtain local altimeter setting on CTAF; when not received, use Chattanooga altimeter setting. VDP NA with Chattanooga altimeter setting.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct CUYAS and via 024° track to FARAD and hold.

CHATTANOOGA APP CON★	UNICOM
119.2 323.075	122.8 (CTAF)



Procedure Turn NA				
OSEPE				
ZIPOP				
GEKEF				
CUKVA 4.3 NM to ITIYO				
3.07° TCH 40				
ITIYO				
VGSIs and descent angles not coincident.				
3.1 NM 3 NM 1.5 NM 2.5 NM 1.8 0.5				
CATEGORY	A	B	C	D
LNAV MDA	1500-1 859 (900-1)	1500-1¼ 859 (900-1¼)	1500-2½ 859 (900-2½)	NA
CIRCLING	1560-1¼ 919 (1000-1¼)	1840-1½ 1199 (1200-1½)	1860-3 1219 (1300-3)	NA
CHATTANOOGA ALTIMETER SETTING MINIMUMS				
LNAV MDA	1540-1¼ 899 (900-1¼)	1540-2¾ 899 (900-2¾)	NA	NA
CIRCLING	1620-1¼ 979 (1000-1¼)	1900-1½ 1259 (1300-1½)	1920-3 1279 (1300-3)	NA

ELEV 641

MIRL Rwy 4-22

REIL Rwys 4 and 22

LOC I-DKX <b>111.3</b>	APP CRS <b>258°</b>	Rwy Idg <b>3499</b> TDZE <b>833</b> Apt Elev <b>833</b>
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LOC RWY 26  
KNOXVILLE DOWNTOWN ISLAND (DKX)

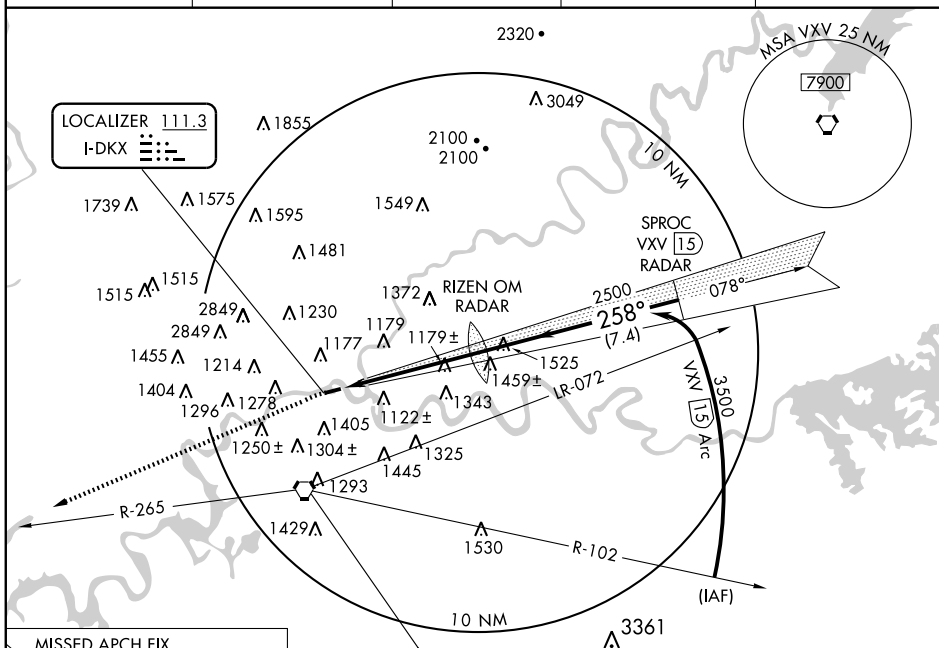
**T**  
**A** NA

DME or RADAR REQUIRED.  
If local altimeter setting not received use Knoxville  
altimeter setting and increase all MDAs 40 feet.

**MISSED APPROACH:** Climbing left turn to 4000 via heading 250° and VVX R-265 to SWASO INT and hold

AWOS-3  
125.375

KNOXVILLE APP CON  
123.9 353.6

CLNC DEL  
121.7UNICOM  
122.95CTAF  
126.6 L

MISSED APCH FIX

265°

085°

R-265

116.4 VXV  
Chan 111

SWASO  
VXV 18

133°

BENFI  
353 TY

VOLUNTEER  
116.4 VXV   
Chan 111

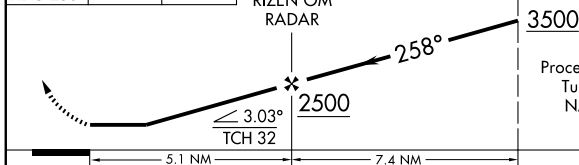
4000 HDG 250°	VXV R-265	SWASO △
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VGSI and descent angles not coincident.

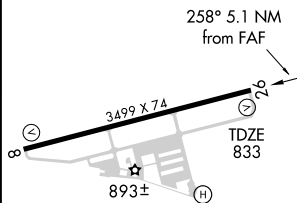
## RIZEN O RADAR

SPROC  
VXV 15  
RADAR

Procedure  
Turn  
NA



ELEV 833



CATEGORY	A	B	C	D
S-26	1500-1	667 (700-1)	1500-1 $\frac{3}{4}$ 667 (700-1 $\frac{3}{4}$ )	NA
CIRCLING	1600-1 767 (800-1)	1740-1 $\frac{1}{4}$ 907 (1000-1 $\frac{1}{4}$ )	1740-2 $\frac{3}{4}$ 907 (1000-2 $\frac{3}{4}$ )	NA

REIL Rwy 8 and 26 **L**  
MIRL Rwy 8-26 **L**

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

VORTAC VVX <b>116.4</b> Chan <b>111</b>	APP CRS <b>199°</b>	Rwy Idg <b>3499</b> TDZE <b>N/A</b> Apt Elev <b>833</b>
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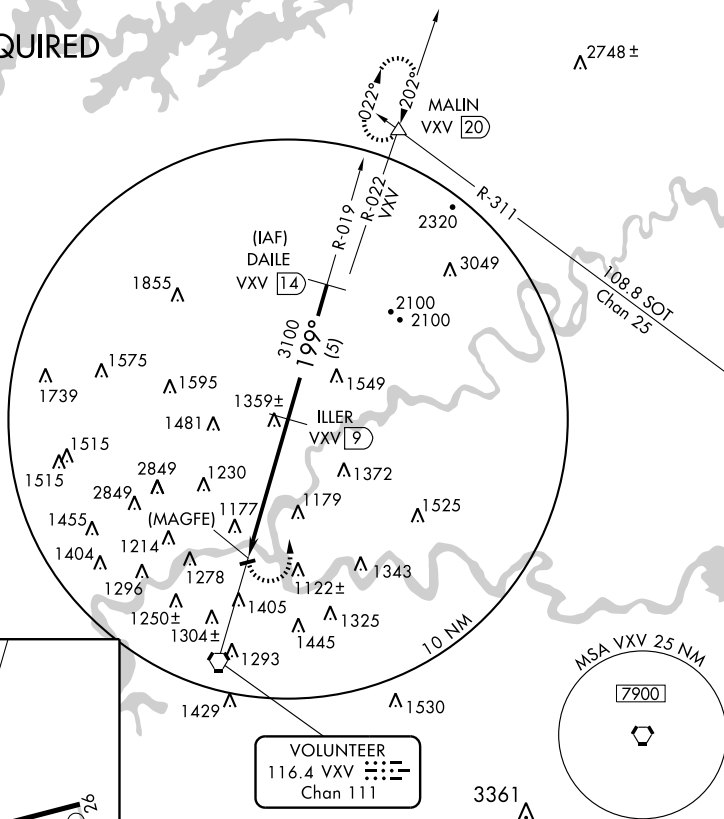
VOR/DME or GPS-B  
KNOXVILLE DOWNTOWN ISLAND (DKX)

**T** If local altimeter setting not received use Knoxville  
**A** **NA** altimeter setting and increase all MDAs 40 feet.

**MISSED APPROACH:** Climbing left turn to 4500 via heading 360° and VXV R-022 to MALIN INT/VXV 20 DME and hold.

AWOS-3 <b>125.375</b>	KNOXVILLE APP CON <b>123.9 353.6</b>	CLNC DEL <b>121.7</b>	UNICOM <b>122.95</b>	CTAF <b>126.6 0</b>
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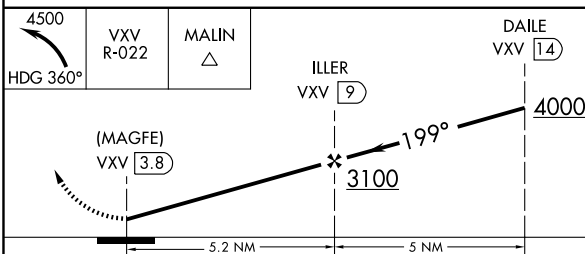
## RADAR REQUIRED



SE-1. 22 OCT 2009 to 19 NOV 2009

ELEV	833
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199° 5.2 NM  
from FAF



REIL Rwy 8 and 26 **L**  
MIRL Rwy 8-26 **L**

CATEGORY	A	B	C	D
CIRCLING	1620-1 787 (800-1)	1740-1¼ 907 (1000-1¼)	1740-2¾ 907 (1000-2¾)	NA



**FLIGHT PATH DATA:**

- Altitudes: 13,000, 10,000, 6,000, 3,000, 2,700, 1,580
- Distances: 3.4 NM, 1.3 NM, 0.6
- Headings: 070°, 048°
- Waypoints: MILLZ R-287, LURKE R-287, LUDDI R-242, JENIP R-228, LOM BENFI / RADAR, QUICK, VORTAC, VXV

CATEGORY	C	D	E
S-ILS 5L *	1153/18 200 (200-½)	1153/24 200 (200-½)	1153/24 200 (200-½)
S-LOC 5L **	1580/60 627 (700-1¼)	1580-1½ 627 (700-1½)	1580-1¾ 627 (700-1¾)
CIRCLING	1580-1¾ 599 (600-1¾)	1620-2 639 (700-2)	1900-3 919 (1000-3)
S-ASR 5L †	1420/40 467 (500-¾)	1420/50 467 (500-1)	1420/60 467 (500-1¼)

**QUICK FIX MINIMUMS**

	1420/40 467 (500-¾)	1420/50 467 (500-1)	1420/60 467 (500-1¼)
S-LOC 5L ***	1420/40 467 (500-¾)	1420/50 467 (500-1)	1420/60 467 (500-1¼)
CIRCLING	1540-1½ 559 (600-1½)	1620-2 639 (700-2)	1900-3 919 (1000-3)

**FAF to MAP 5.3 NM**

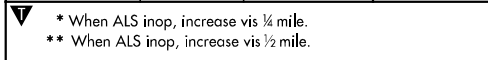
Knots	120	140	160	180	200
Min:Sec	2:39	2:16	1:59	1:46	1:35



LOC I-BUI <b><u>111.7</u></b>	APCH CRS <b>228°</b>	Rwy Idg <b>9008</b> TDZE <b>981</b> Arpt Elev <b>981</b>
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JAL-218 [USAF]

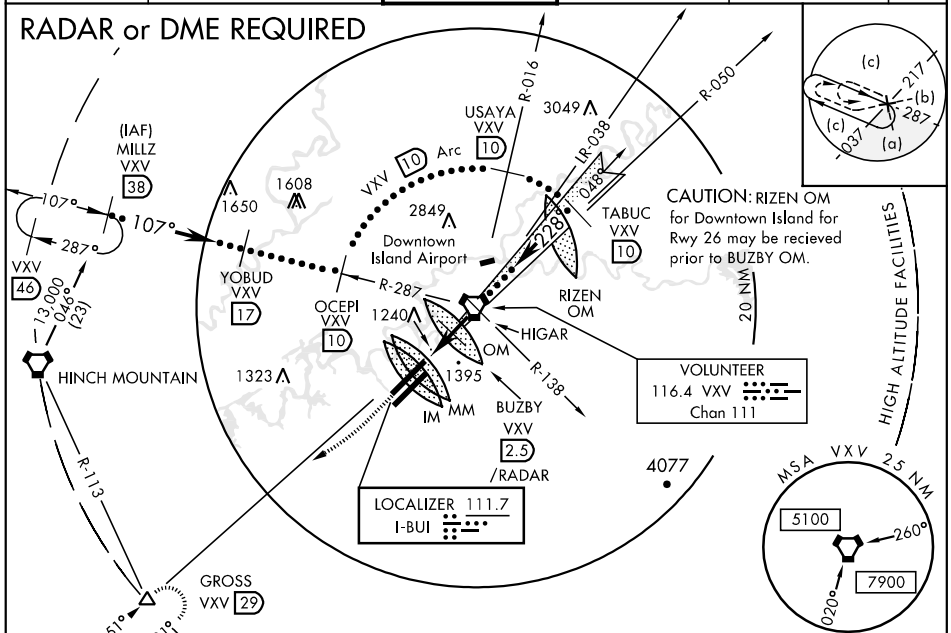
KNOXVILLE/ MCGHEE TYSON (KTYS)



**MISSED APPROACH:** Climb to 2000, then climbing right turn to 3000 via heading 240° to intercept VXX R-231 direct GROSS Int/29 DME and hold.

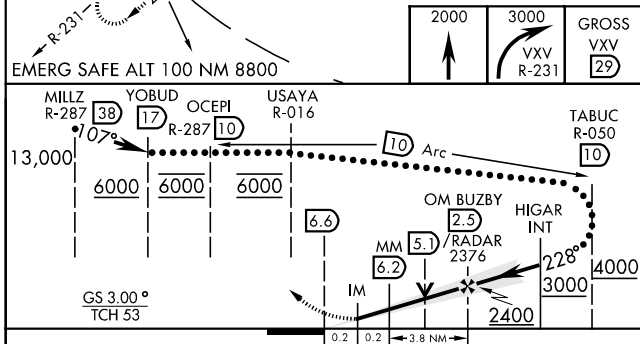
ATIS ★ 128.35	KNOXVILLE APP CON 118.0 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65	ASR
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## RADAR or DME REQUIRED

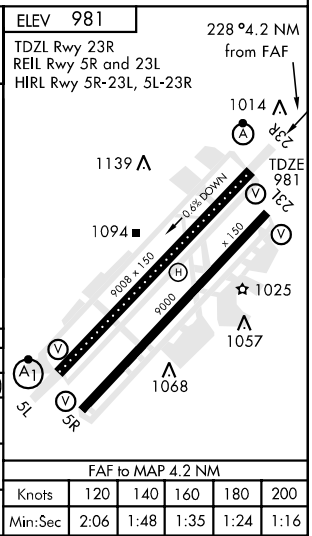


SE-1, 22 OCT 2009 to 19 NOV 2009

EMERG SAFE ALT 100 NM 8800



CATEGORY	C	D	E
S-ILS 23R*	1181/18	200 (200-½)	1181/24 200 (200-½)
S-LOC 23R**	1520/50 539 (600-1)	1520/60 539 (600-1¼)	1520-1½ 539 (600-1½)
CIRCLING	1540-1½ 559 (600-1½)	1620-2 639 (700-2)	1900-3 919 (1000-3)
S-ASR 23R	1520/50 539 (600-1)	1520/60 539 (600-1¼)	1520-1½ 539 (600-1½)



VORTAC VXV 116.4 Chan 111	APCH CRS 045°	Rwy Idg TDZE Arprt Elev 9008 953 981
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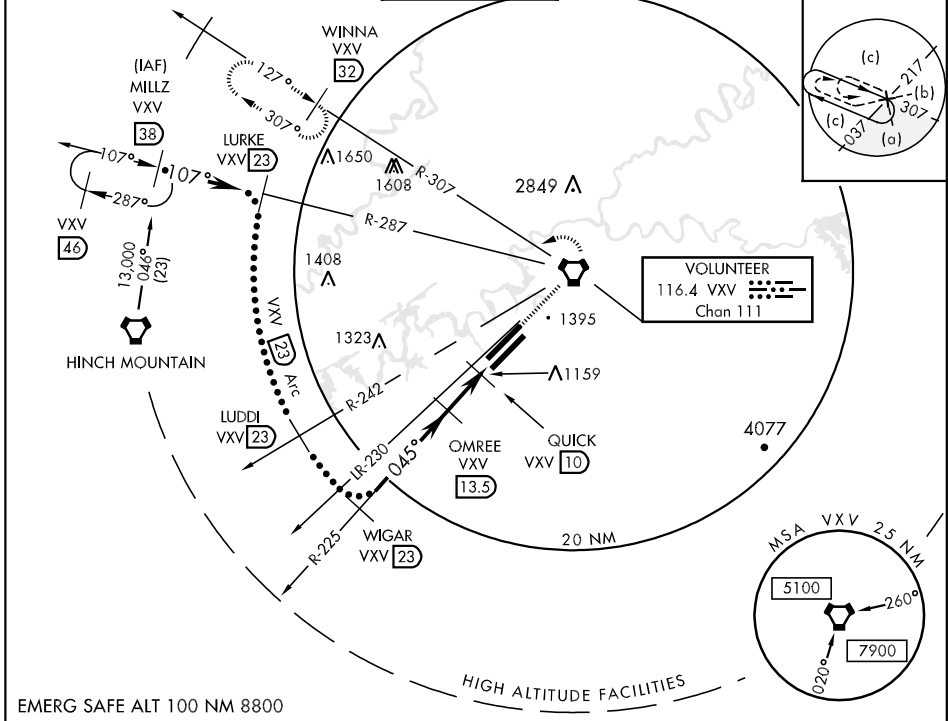
JAL-218 [USAF]

KNOXVILLE/ McGHEE TYSON (KTYS)

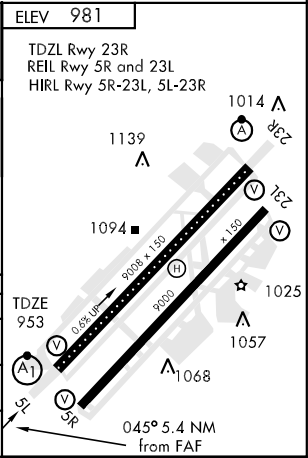
▼ \* When ALS inop, increase CAT C vis to 1½ mile,  
CAT D vis to 1½ miles, CAT E vis to 1¾ miles.  
\*\* When ALS inop, increase vis CAT E ½ mile.

ALSF-1  
MISSED APPROACH: Climb to 6000 direct to VXV VORTAC.  
At VXV VORTAC, turn left via VXV R-307 to WINNA INT  
(VXV R-307/32 DME) and hold.

ATIS ★ 128.35	KNOXVILLE APP CON 118.0 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65	ASR
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CATEGORY	C	D	E
S-5L*	1420/40 467 (500-¾)	1420/50 467 (500-1)	1420/60 467 (500-1¼)
CIRCLING	1540-1½ 559 (600-1½)	1620-2 639 (700-2)	1900-3 919 (1000-3)
S-ASR 5L**	1420/40 467 (500-¾)	1420/50 467 (500-1)	1420/60 467 (500-1¼)



SE-1, 22 OCT 2009 to 19 NOV 2009

VORTAC VXV  
116.4  
Chan 111

APCH CR  
224°

Rwy Idg	9008
TDZE	981
Arpt Elev	981

JAL-218 [USAF]

KNOXVILLE/ MCGHEE TYSON (KTYS)



\* When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

ALSF-2



MISSED APPROACH: Climb to 3000 on VXX  
VORTAC R-231 to GROSS Int/29 DME and hold.

ATIS ★  
128.35

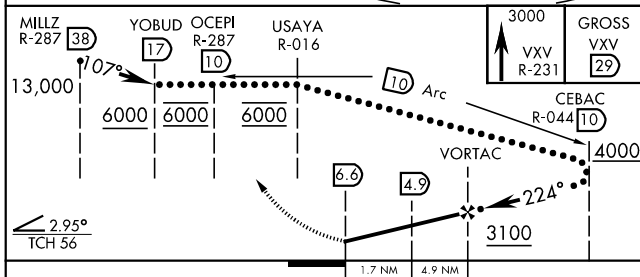
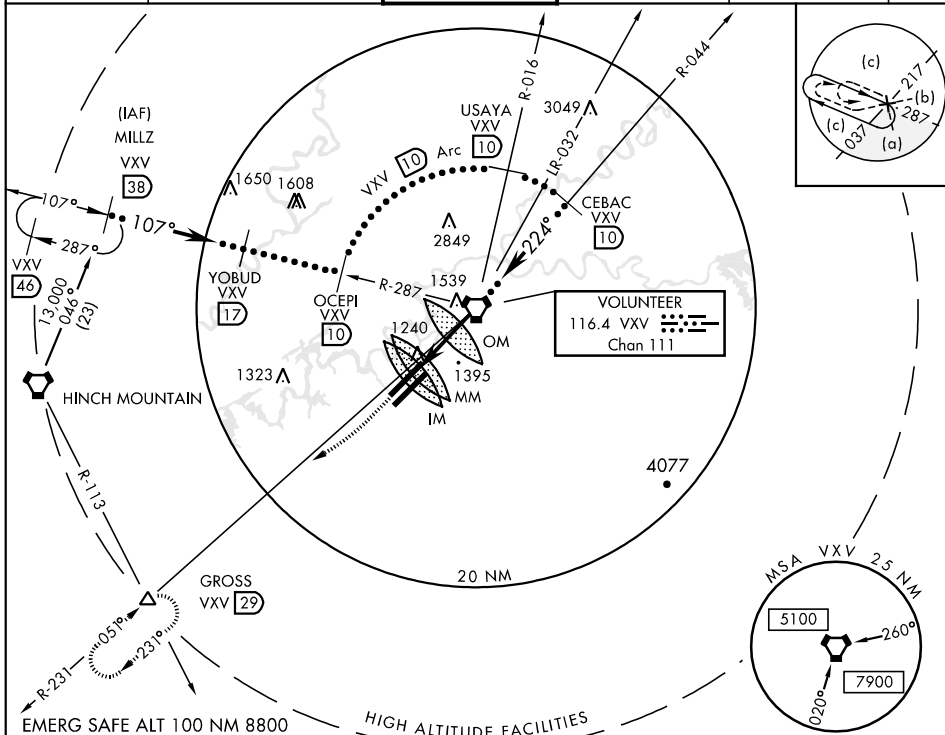
KNOXVILLE APP CON  
118.0 360.8

KNOXVILLE TOWER  
121.2 257.8

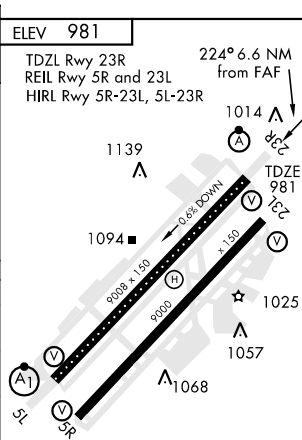
GND CON  
121.9 348.6

CLNC DEL  
121.65

ASR



CATEGORY	C	D	E
S-23R*	1580/50 599 (600-1)	1580/60 599 (600-1¼)	1580-1½ 599 (600-1½)
CIRCLING	1580-1½ 599 (600-1½)	1620-2 639 (700-2)	1900-3 919 (1000-3)
S-ASR 23R	1520/50 539 (600-1)	1520/60 539 (600-1¼)	1520-1½ 539 (600-1½)



KNOXVILLE, TENNESSEE

35°49'N-84°00'W

KNOXVILLE/ MCGHEE TYSON (KTYS)

Amdt 3 05188

LH 1005 / DM 15 TAGAN BAY / 005

LOC I-TYS <b><u>110.3</u></b>	APP CRS <b>048°</b>	Rwy Idg <b>9005</b> TDZE <b>953</b> Apt Elev <b>981</b>
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ILS or LOC RWY 5L  
KNOXVILLE/MCGHEE-TYSON (TYS)



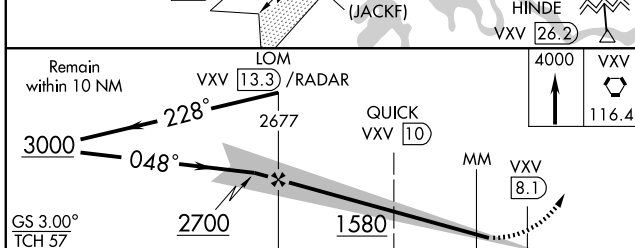
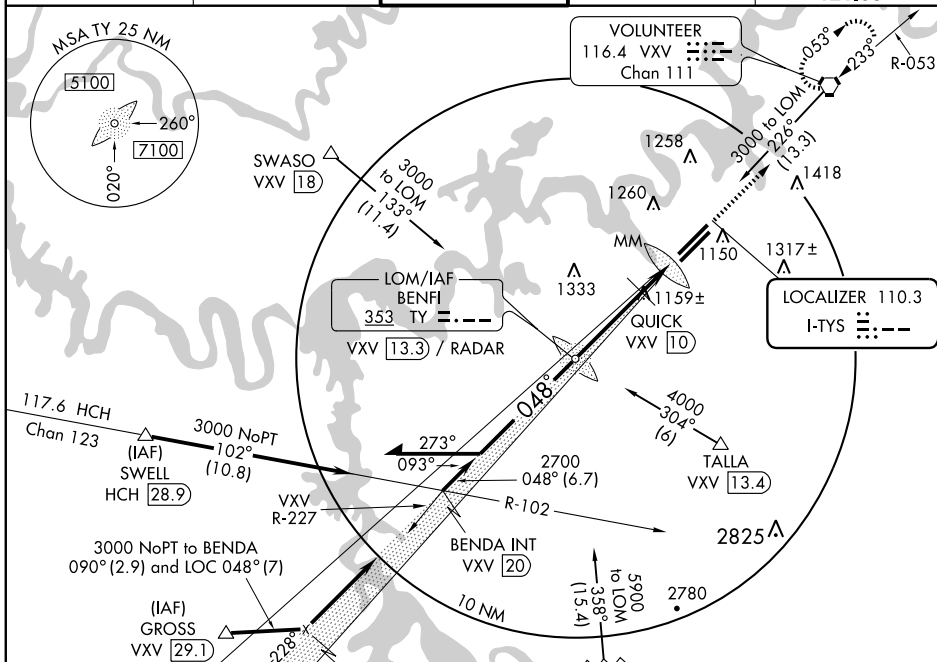
MISSED APPROACH: Climb to 4000  
direct VVX VORTAC and hold.

ATIS  
128-35

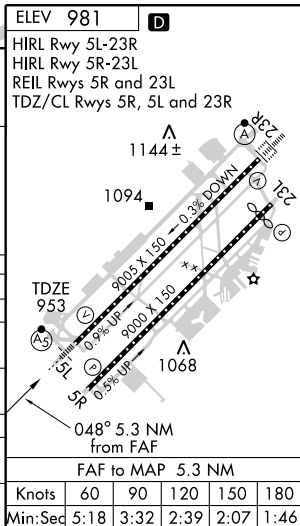
KNOXVILLE APP CON  
123.9 360.8

KNOXVILLE TOWER  
121.2 257.8

GND CON  
121.9 348.6

CLNC DEL  
121-65

CATEGORY	A	B	C	D
S-ILS 5L	1153/18		200 (200-½)	
S-LOC 5L	1580/24	627 (600-½)	1580/60 627 (600-¼)	1580-1½ 627 (600-½)
CIRCLING	1580-1	599 (600-1)	1580-1¾ 599 (600-¾)	1620-2 639 (700-2)
QUICK FIX MINIMUMS				
S-LOC 5L	1420/24	467 (500-½)	1420/40 467 (500-¾)	1420/50 467 (500-1)
CIRCLING	1460-1 479 (500-1)	1520-1 539 (600-1)	1540-1½ 559 (600-½)	1620-2 639 (700-2)

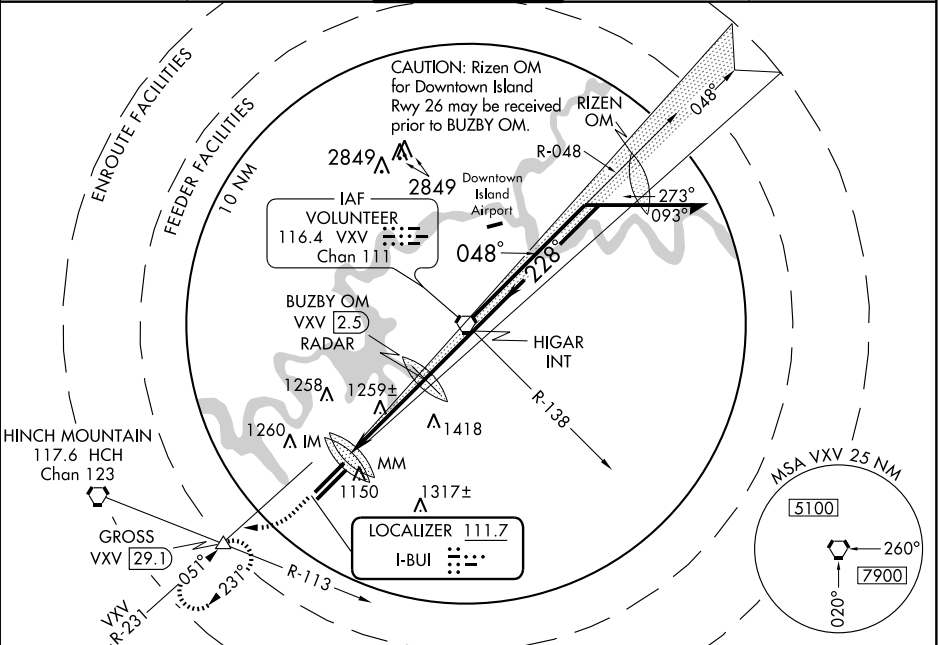


ASR

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via 240° heading and VXV VORTAC R-231 to GROSS Int/29.1 DME and hold.

ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65
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ELEV 981

HIRL Rwy 5L-23R  
HIRL Rwy 5R-23L  
REIL Rwys 5R and 23L  
TDZ/CL Rwys 5R, 5L and 23R

228° 4.2 NM from FAF

2000  
3000  
HDG 240°

VXV R-231  
116.4

GROSS  
△

Remain within 10 NM

VXV  
6.6

BUZBY OM  
VXV 2.5  
RADAR

HIGAR INT

VXV VORTAC

048°

228°

4000

3000

2400

GS 3.00°  
TCH 53

0.2

0.2

3.8 NM

2.4 NM

CATEGORY	A	B	C	D
S-ILS 23R		1181/18	200 (200-1/2)	
S-LOC 23R	1520/24	539 (600-1/2)	1520/50 539 (600-1)	1520/60 539 (600-1 1/2)
CIRCLING	1520-1	539 (600-1)	1540-1 1/2 559 (600-1 1/2)	1620-2 639 (700-2)

FAF to MAP 4.2 NM

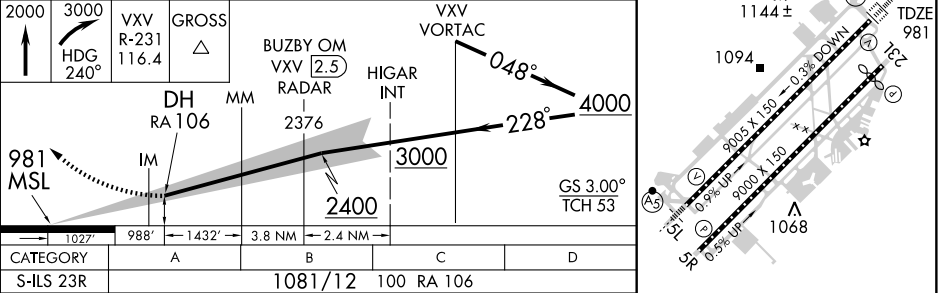
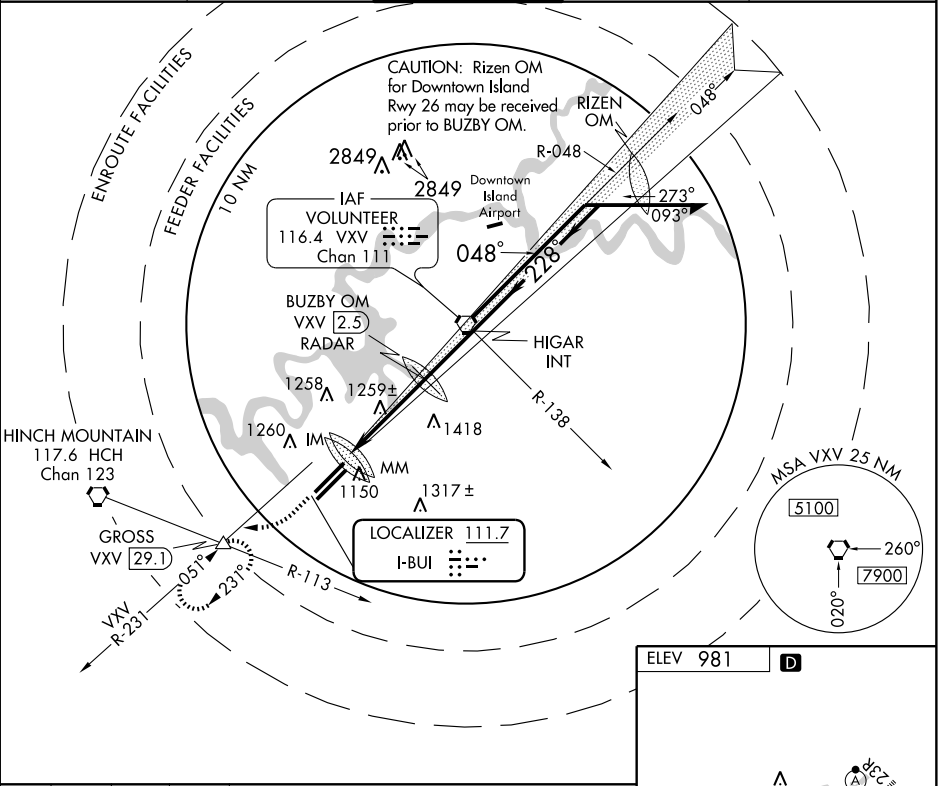
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

ASR

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via 240° heading and VXV VORTAC R-231 to GROSS Int/29.1 DME and hold.

ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65
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CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 981

D

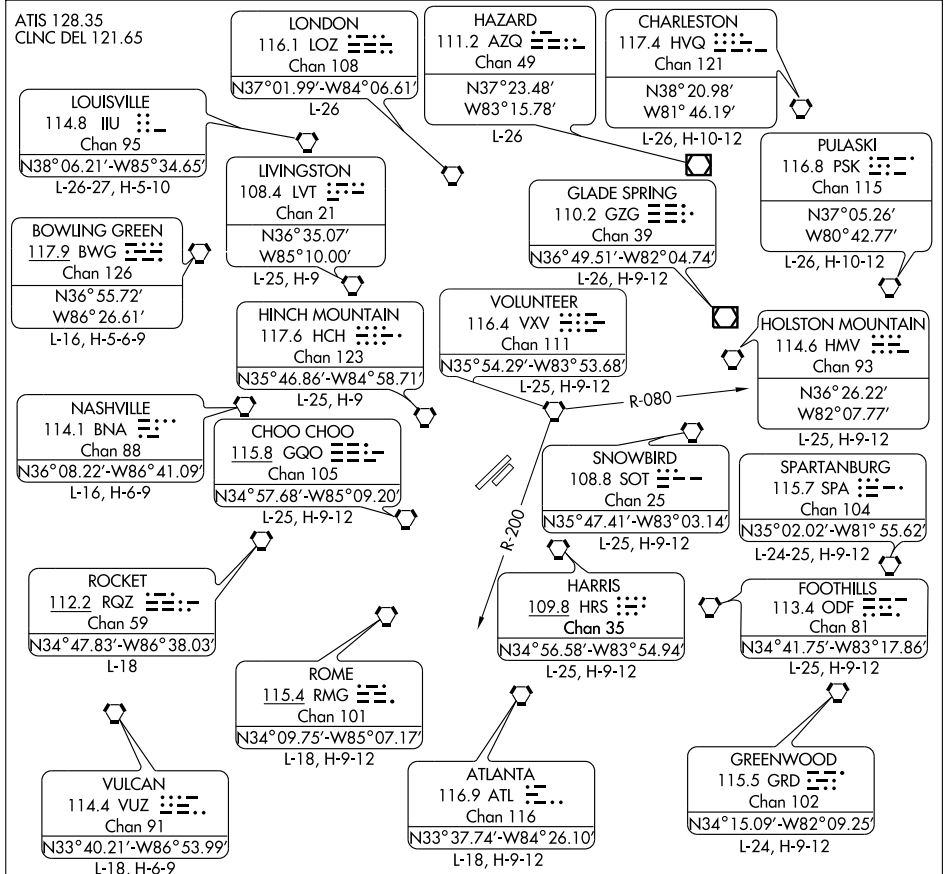
HIRL Rwy 5L-23R

HIRL Rwy 5R-23L

REIL Rwy 5R and 23L

TDZ/CL Rwy 5R, 5L and 23R

## KNOXVILLE FOUR DEPARTURE

KNOXVILLE/MCGHEE TYSON (TYS)  
KNOXVILLE, TENNESSEE

## DEPARTURE ROUTE DESCRIPTION

Fly runway heading or as assigned for vectors to filed route. Maintain 6,000 feet (or assigned lower altitude). Expect clearance to requested altitude/flight level ten minutes after departure.

**LOST COMMUNICATIONS:** If filed route is between the VXV R-080 and the VXV R-200 and radio contact is not established with departure control prior to reaching 6,000 feet continue climb to 9,000 feet before turning on course.





WAAS CH <b>97410</b> <b>W05B</b>	APP CRS <b>048°</b>	Rwy Idg TDZE <b>8600</b> Apt Elev <b>959</b> <b>981</b>
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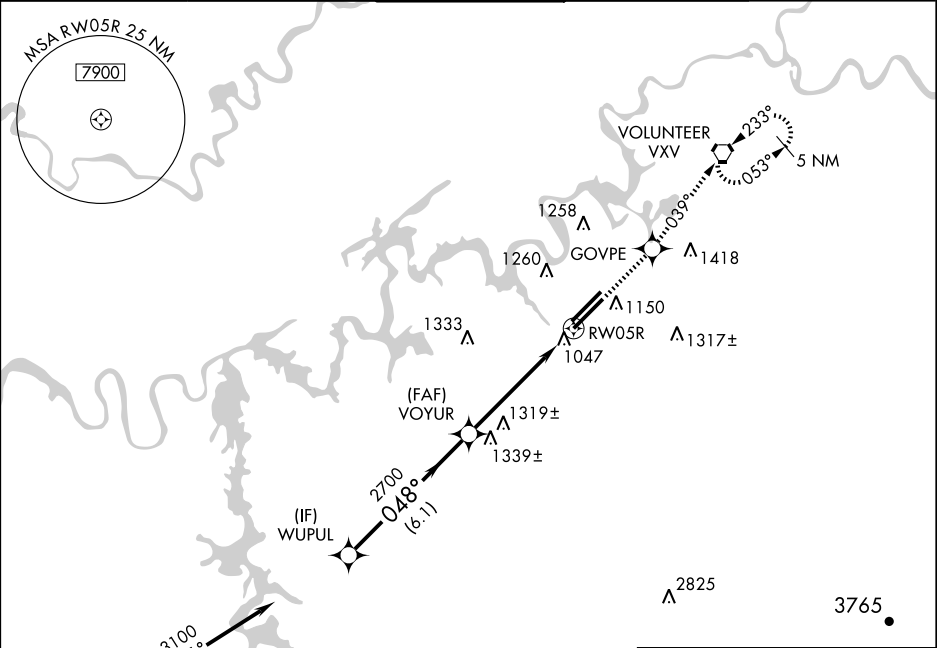
# RNAV (GPS) RWY 5R

KNOXVILLE/MCGHEE-TYSON (TYS)

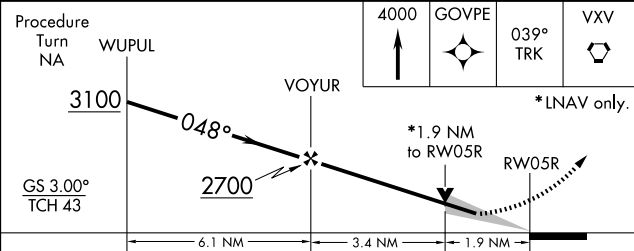
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below ASR -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct GOVPE and via 039° track to VXV VORTAC and hold, continue climb-in-hold to 4000.

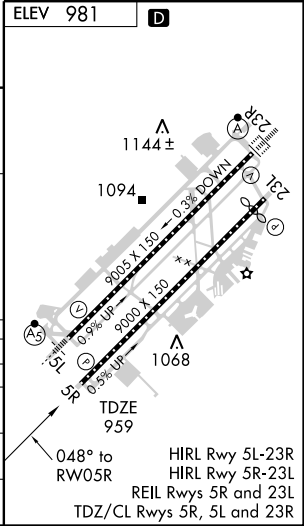
ATIS <b>128.35</b>	KNOXVILLE APP CON <b>123.9 360.8</b>	KNOXVILLE TOWER <b>121.2 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.65</b>
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(IAF) GROSS 3100 061° (9.7)  
Procedure NA for arrivals at GROSS via V115 Southwest bound.



CATEGORY	A	B	C	D
LPV DA	1276-1¼	317 (300-1¼)		
LNAV/VNAV DA	1471-2	512 (500-2)		
LNAV MDA	1580-1 621 (600-1)	1580-1¾ 621 (600-1¾)	1580-2 621 (600-2)	
CIRCLING	1580-1 599 (600-1)	1580-1¾ 599 (600-1¾)	1620-2 639 (700-2)	

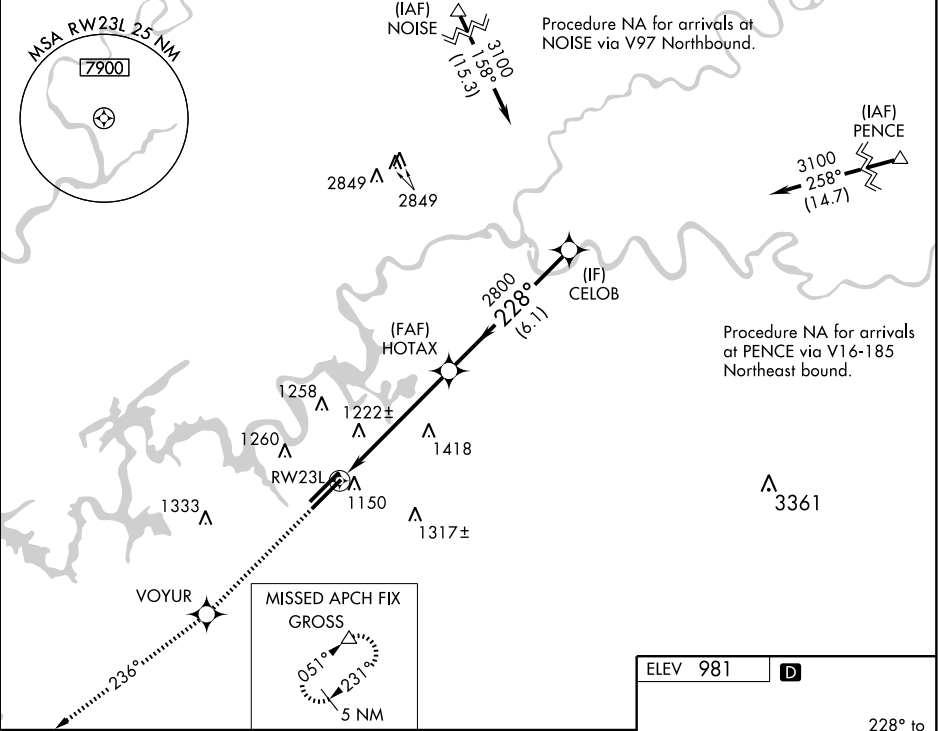


▼  
ASR

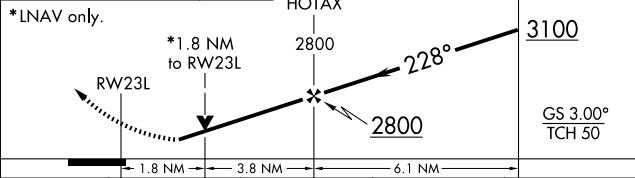
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). Visibility reduction by helicopters NA.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct VOYUR and via 236° track to GROSS and hold.

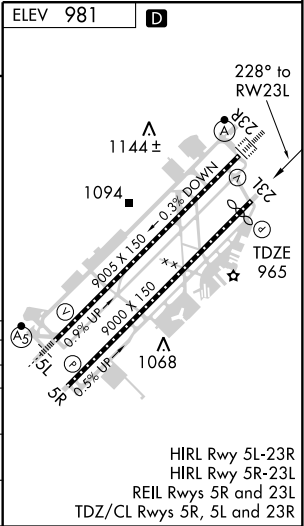
ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65
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3000	VOYUR	236° TRK	GROSS	Procedure Turn NA
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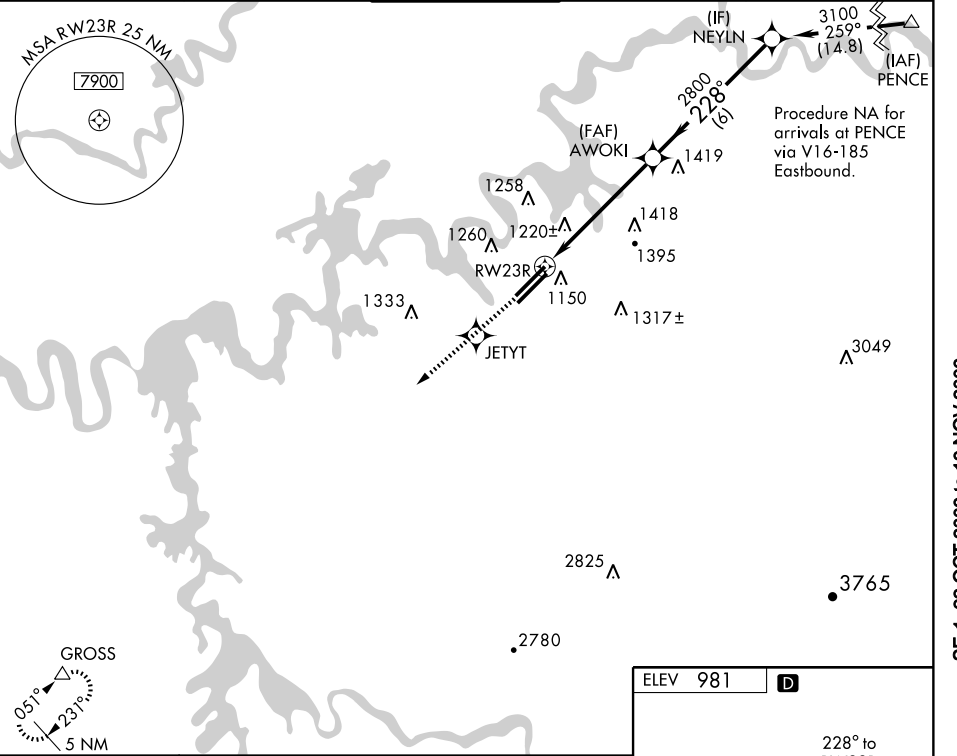
CATEGORY	A	B	C	D
LPV DA	1215/40	250 (300-3/4)		
LNAV/VNAV DA	1544-2	579 (600-2)		
LNAV MDA	1580/50 615 (600-1)	1580-13/4 615 (600-13/4)	1580-2 615 (600-2)	
CIRCLING	1580-1 599 (600-1)	1580-13/4 599 (600-13/4)	1620-2 639 (700-2)	



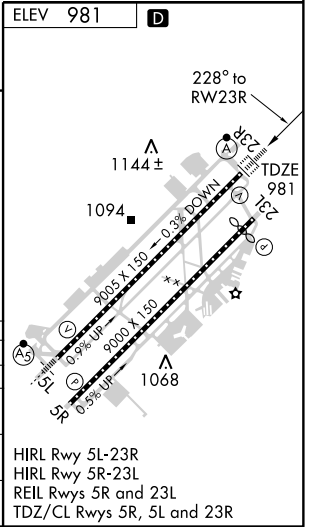
WAAS CH <b>81902</b> <b>W23A</b>	APP CRS <b>228°</b>	Rwy Idg TDZE Apt Elev	<b>9005</b> <b>981</b> <b>981</b>
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<div><div>▼</div><div>ASR</div></div> <div>For inoperative ALSF-2, increase LPV all Cats visibility to RVR 4000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.</div>	<div><div>ALSF-2</div><div><div>ⓘ</div><div>ⓘ</div></div></div> <div>MISSED APPROACH: Climb to 3000 direct JETYT and via 234° track to GROSS and hold.</div>
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ATIS <b>128.35</b>	KNOXVILLE APP CON <b>123.9 360.8</b>	KNOXVILLE TOWER <b>121.2 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.65</b>
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3000	JETYT	TRK 234°	GROSS	Procedure Turn NA
*LNAV Only				
*2 NM to RWY 23R				
RWY 23R				
AWOKI				
228°				
3100				
2800				
VGSI and RNAV glidepath not coincident.				
GS 3.00° TCH 53				
-2 NM - 3.4 NM - 6 NM				
CATEGORY	A	B	C	D
LPV DA	1231/24		250 (300-1/2)	
LNAV/VNAV DA	1550-1 1/2		569 (600-1 1/2)	
LNAV MDA	1680/24 699 (700-1/2)		1680-1 1/2 699 (700-1 1/2)	1680-1 3/4 699 (700-1 3/4)
CIRCLING	1680-2 699 (700-2)		1680-2 1/4 699 (700-2 1/4)	



ASR

MISSED APPROACH: Climb to 3000 via VXV R-231 to GROSS Int/29.1 DME and hold.

ATIS

128.35

KNOXVILLE APP CON

123.9 360.8

KNOXVILLE TOWER

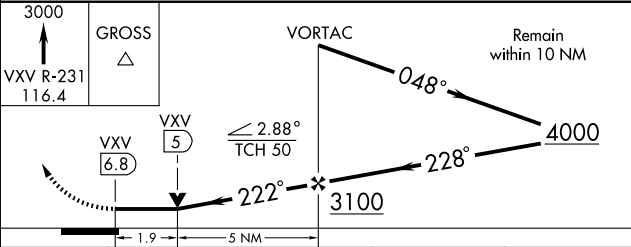
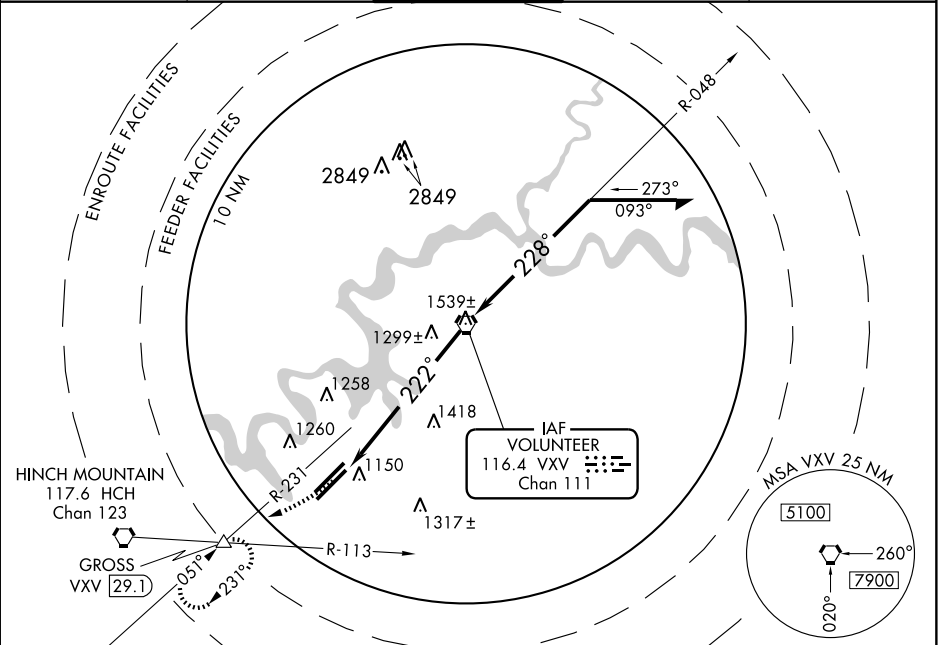
121.2 257.8

GND CON

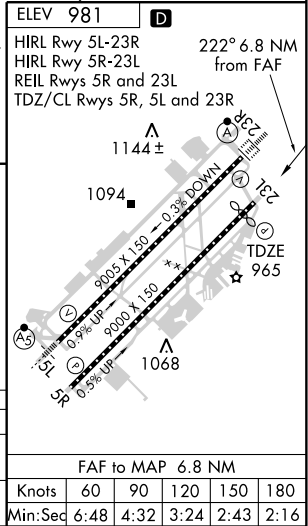
121.9 348.6

CLNC DEL

121.65



CATEGORY	A	B	C	D
S-23L	1600-1 635 (700-1)		1600-1 <sup>3</sup> / <sub>4</sub> 635 (700-1 <sup>3</sup> / <sub>4</sub> )	1600-2 635 (700-2)
CIRCLING	1600-1 619 (700-1)		1600-1 <sup>3</sup> / <sub>4</sub> 619 (700-1 <sup>3</sup> / <sub>4</sub> )	1620-2 639 (700-2)

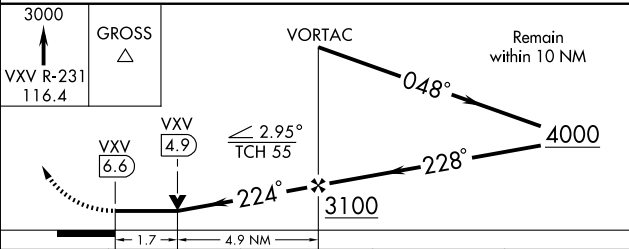
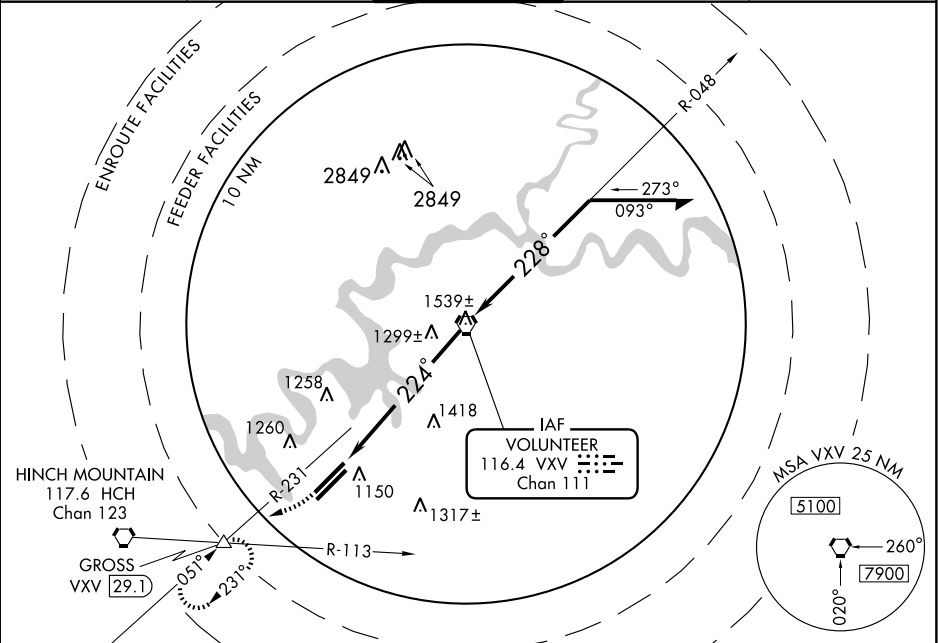


ASR

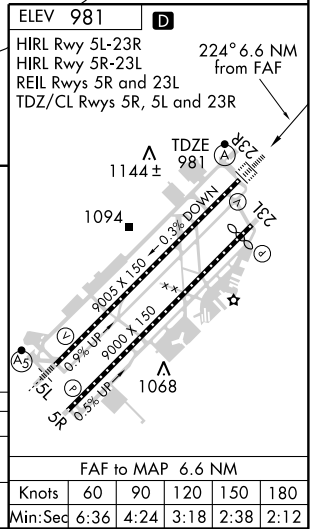
ALSF-2

MISSED APPROACH: Climb to 3000 via  
VXV R-231 to GROSS Int/29.1 DME and hold.

ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65
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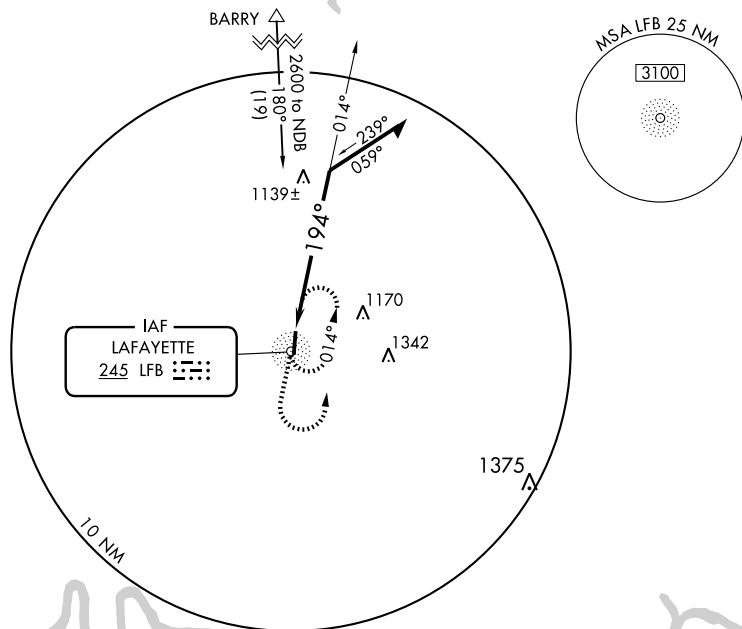
CATEGORY	A	B	C	D
S-23R	1580/24 599 (600-½)		1580/50 599 (600-1)	1580/60 599 (600-1 ¼)
CIRCLING	1580-1 599 (600-1)		1580-1½ 599 (600-1½)	1620-2 639 (700-2)



NDB RWY 19  
LAFAYETTE MUNI (3M7)

NDB RWY 19  
LAFAYETTE MUNI (3M7)

**MISSED APPROACH:** Climb to 2000 then climbing left turn to 2600 direct LFB NDB and hold.

UNICOM  
122.8 (CTAF) **L**

SE-1. 22 OCT 2009 to 19 NOV 2009

194° to  
NDB

LFB

Remain  
within 10 NM

2600

CATEGORY	A	B	C	D
S-19	1500-1	539 (600-1)	1500-1½ 539 (600-1½)	1500-1¾ 539 (600-1¾)
CIRCLING	1500-1	531 (600-1)	1500-1½ 531 (600-1½)	1520-2 551 (600-2)
BOWLING GREEN ALTIMETER SETTING MINIMUMS				
S-19	1640-1	679 (700-1)	1640-2 679 (700-2)	1640-2¼ 679 (700-2¼)
CIRCLING	1640-1	671 (700-1)	1640-2 671 (700-2)	1640-2¼ 671 (700-2¼)

MIRL Rwy 1-19  
REIL Rwy 1 and 19

APP CRS	Rwy Idg	<b>5200</b>
<b>188°</b>	TDZE	<b>961</b>
	Apt Elev	<b>969</b>

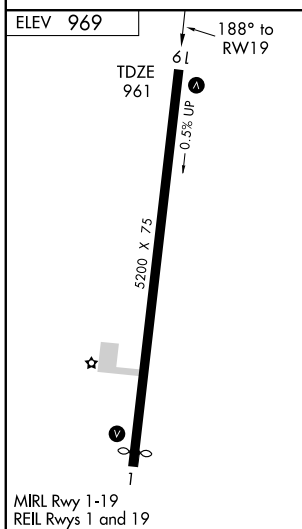
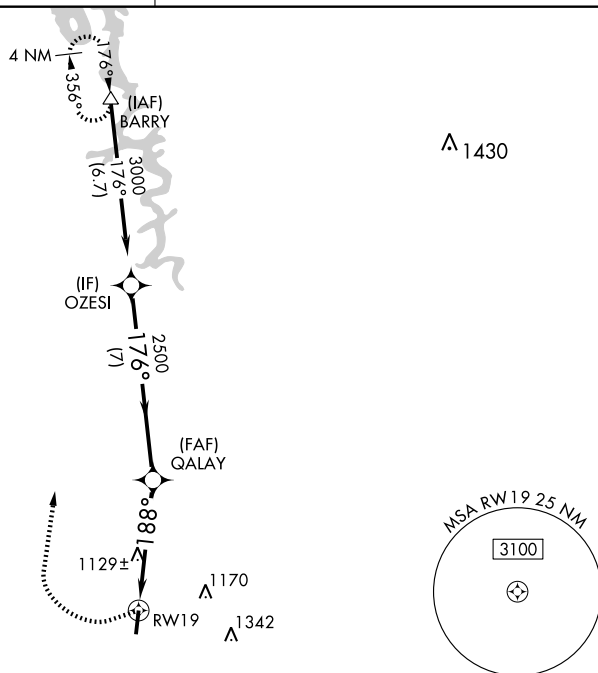
RNAV (GPS) RWY 19  
LAFAYETTE MUNI (3M7)

**T** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**A** NA Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting.

**MISSED APPROACH:** Climbing right turn to 3000 direct BARRY and hold.

NASHVILLE APP CON  
118.4 360.7

UNICOM  
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
RNAV MDA	1380-1	419 (500-1)	1380-1¼	419 (500-1¼)
CIRCLING	1440-1	471 (500-1)	1440-1½ 471 (500-1½)	1520-2 551 (600-2)


**BOWLING GREEN ALTIMETER SETTING MINIMUMS**

RNAV MDA	1520-1	559 (600-1)	1520-1½ 559 (600-1½)	1520-1¾ 559 (600-1¾)
CIRCLING	1580-1	611 (700-1)	1580-1¾ 611 (700-1¾)	1580-2 611 (700-2)

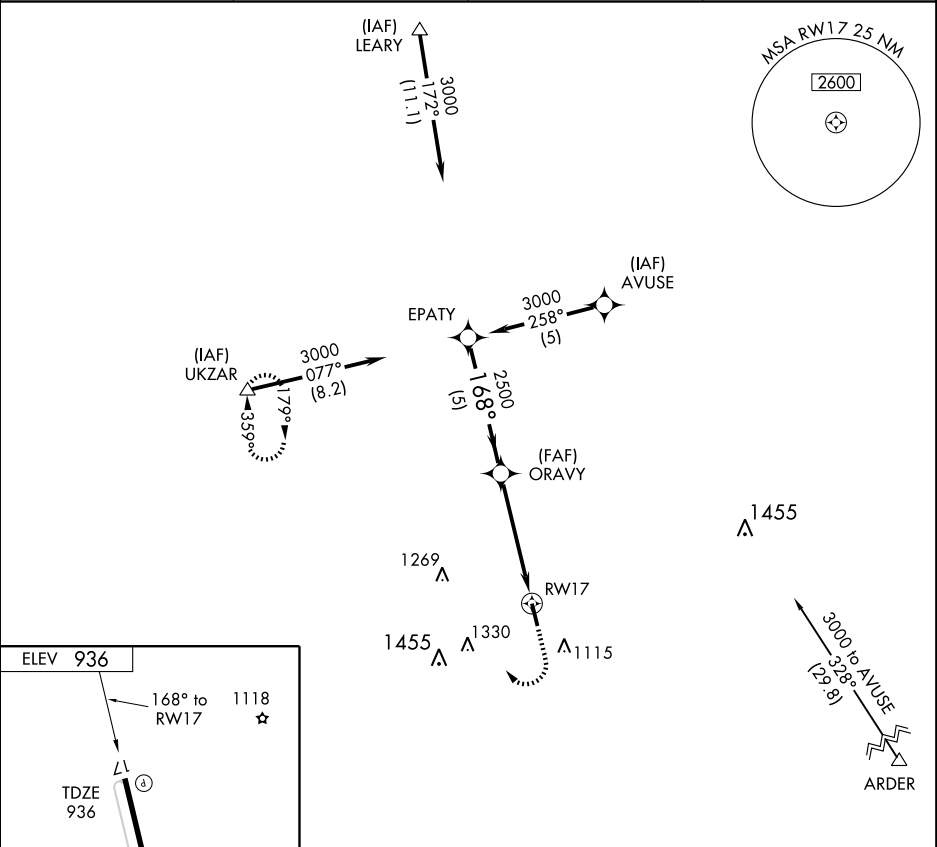
APP CRS	Rwy Idg	5003
168°	TDZE	936
	Apt Elev	936

GPS RWY 17

LAWRENCEBURG-LAWRENCE COUNTY (2M2)

 NA	MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct UKZAR WP and hold.
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AWOS-3 120.175	MEMPHIS CENTER 125.85 381.4	GCO 121.725	UNICOM 122.8 (CTAF)
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001 X 6005

35

MIRL Rwy 17-35  
REIL Rws 17 and 35

2000

3000

UKZAR

EPATY

3000

Procedure Turn NA

ORAVY

2500

168°

3.00° TCH 40

1.3 NM to RW17

RW17

5 NM

3.5 NM

1.3 NM

CATEGORY	A	B	C	D
S-17	1380-1	444 (500-1)		NA
CIRCLING	1420-1	484 (500-1)		NA



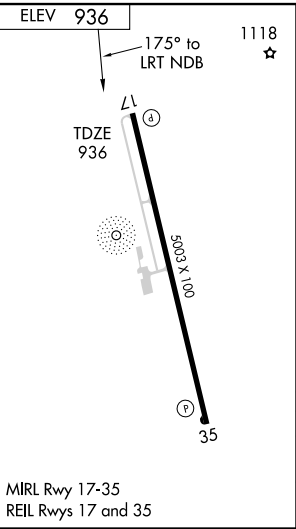
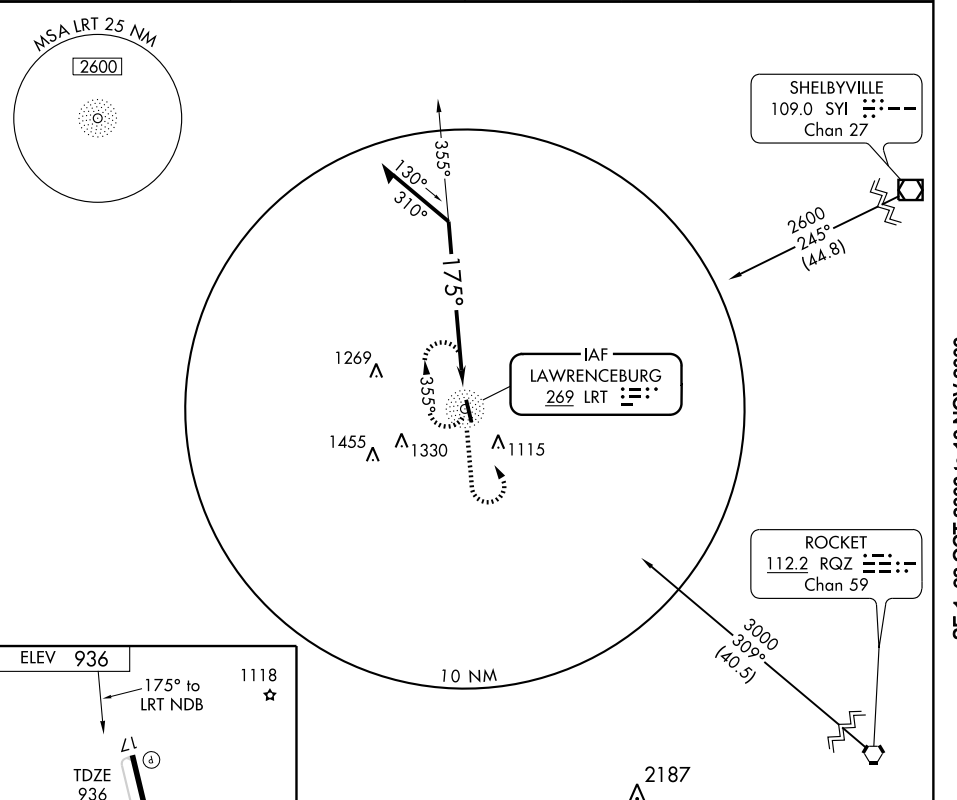
▼

NA

If local altimeter setting not received, use Huntsville altimeter setting and increase all MDAs 140 feet.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct LRT NDB and hold.

AWOS-3 120.175	MEMPHIS CENTER 125.85 381.4	GCO 121.725	UNICOM 122.8 (CTAF)
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Remain within 10 NM

2500

355°

175°

NDB

2000

2500

LRT 269

CATEGORY	A	B	C	D
S-17	1540-1	604 (700-1)	1540-1¾ 604 (700-1¾)	1540-2 604 (700-2)
CIRCLING	1540-1	604 (700-1)	1540-1¾ 604 (700-1¾)	1540-2 604 (700-2)

NDB RWY 19  
LEBANON MUNI (M54)

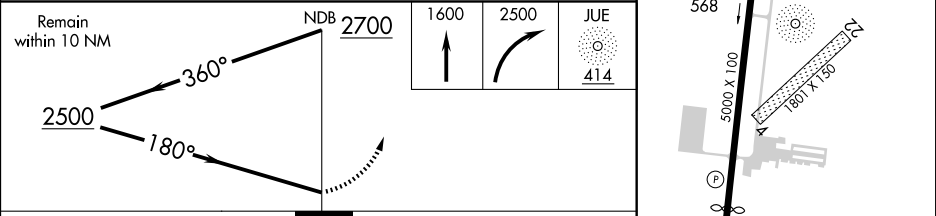
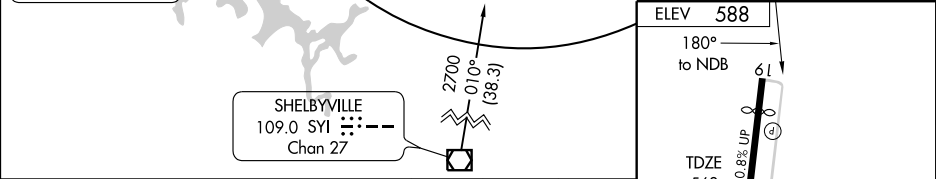
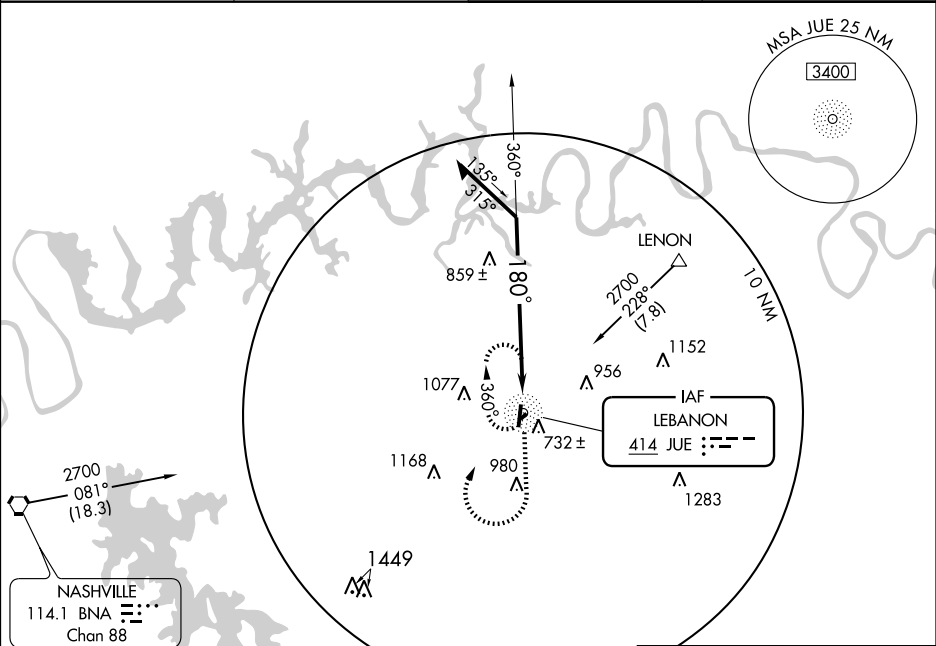
NDB JUE	APP CRS	Rwy Idg	4500
414	180°	TDZE	568
		Apt Elev	588

▼  
NA

Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 60 feet, S-19 and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2500 direct JUE NDB and hold.

AWOS-3 118.325	NASHVILLE APP CON 118.4 360.7	GCO 135.075	UNICOM 122.725 (CTAF)
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CATEGORY	A	B	C	D
S-19	1220-1	652 (700-1)	1220-1¾ 652 (700-1¾)	1220-2 652 (700-2)
CIRCLING	1220-1	632 (700-1)	1220-1¾ 632 (700-1¾)	1440-2¾ 852 (900-2¾)

MIRL Rwy 1-19  
REIL Rwy 1 and 19

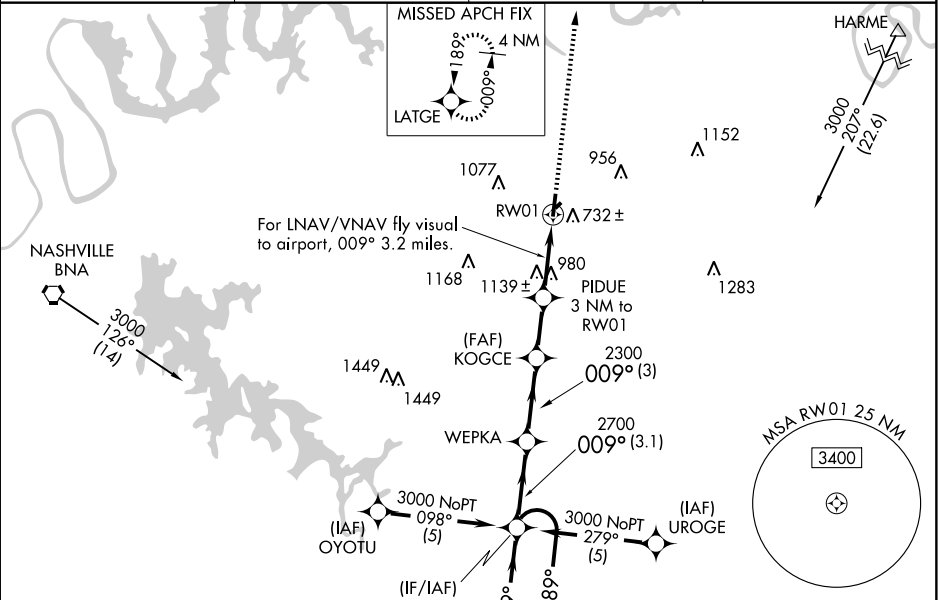
WAAS CH <b>65809</b> <b>W01A</b>	APP CRS <b>009°</b>	Rwy Idg TDZE Apt Elev	<b>4527</b> <b>588</b> <b>588</b>
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RNAV (GPS) RWY 1  
LEBANON MUNI (M54)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase LPV DA 43 feet and all MDA 60 feet, increase LPV all Cts. visibility ¼ mile and Circling Cat. D visibility ¼ mile. LNAV/VNAV NA when using Nashville Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct LATGE and hold.

AWOS-3 <b>118.325</b>	NASHVILLE APP CON <b>118.4 360.7</b>	GCO <b>135.075</b>	UNICOM <b>122.725 (CTAF)</b>
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4 NM Holding Pattern JOGUB					For LNAV/VNAV fly visual to airport, 009° 3.2 miles.		3000 LATGE	
3000 ← 189° 009° → 009°					WEPKA		*LNAV only.	
GS 3.00° TCH 45					KOGCE		RW01	
VGSI and RNAV glide-path not coincident.					PIDUE 3 NM to RW01		1801 X 150	
3.1 NM					3 NM		2.2 NM	
3 NM					3 NM		3 NM	
CATEGORY	A	B	C	D				
LPV DA	1088-1¾ 500 (500-1¾)							
LNAV/VNAV DA	1663-2	1075 (1100-2)	1663-3	1075 (1100-3)				
LNAV MDA	1400-1 812 (900-1)	1400-1¼ 812 (900-1¼)	1400-2½ 812 (900-2½)	1400-2¾ 812 (900-2¾)				
CIRCLING	1400-1 812 (900-1)	1400-1¼ 812 (900-1¼)	1400-2½ 812 (900-2½)	1440-2¾ 852 (900-2¾)				

ELEV 588

TDZE 588

MIRL Rwy 1-19  
REIL Rws 1 and 19

WAAS CH <b>90309</b> <b>W19A</b>	APP CRS <b>189°</b>	Rwy Idg TDZE <b>568</b> Apt Elev <b>588</b>
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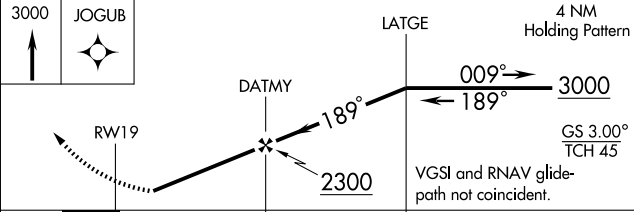
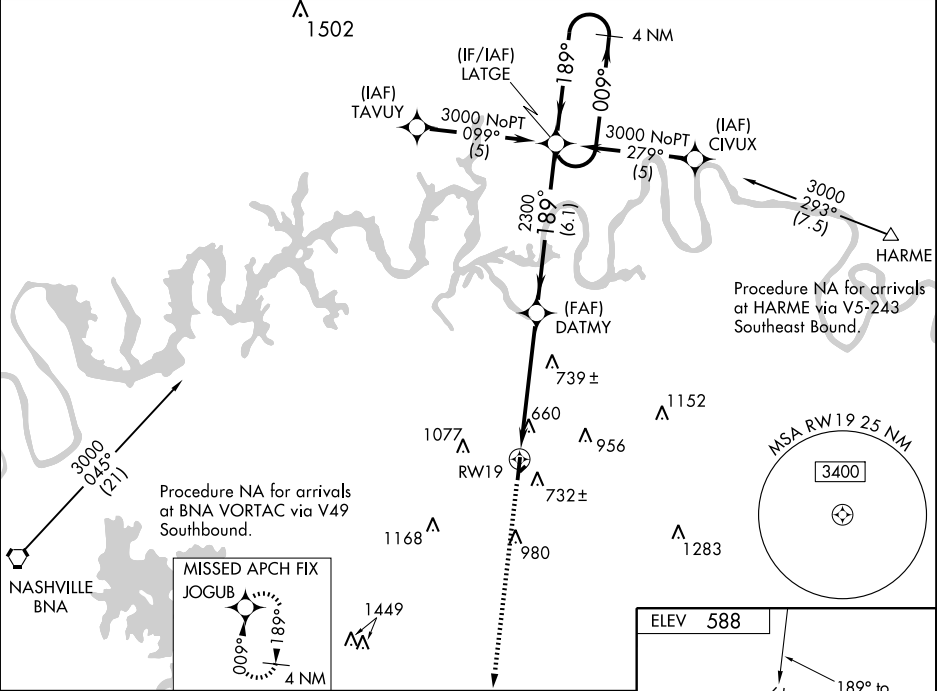
RNAV (GPS) RWY 19  
LEBANON MUNI (M54)

**NA**

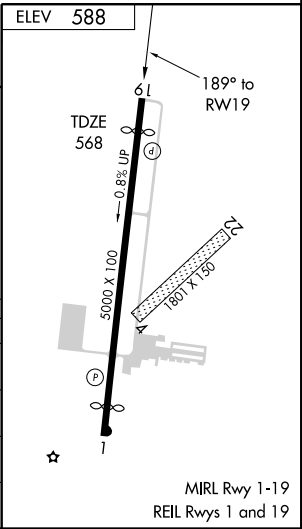
Baro-VNAV NA when using Nashville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 43 feet and all MDA 60 feet, increase LNAV/VNAV all Cats., and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH:  
Climb to 3000 direct JOGUB and hold.

AWOS-3 <b>118.325</b>	NASHVILLE APP CON <b>118.4 360.7</b>	GCO <b>135.075</b>	UNICOM <b>122.725 (CTAF)</b>
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CATEGORY	A	B	C	D
LPV DA	899-1¼ 331 (400-1¼)			
LNAV/VNAV DA	996-1½ 428 (500-1½)			
LNAV MDA	1000-1	432 (500-1)	1000-1¼ 432 (500-1¼)	1000-1½ 432 (500-1½)
CIRCLING	1100-1	512 (600-1)	1200-1¾ 612 (700-1¾)	1440-2¾ 852 (900-2¾)



▲

NA

When local altimeter setting not received, use Nashville Intl altimeter setting and increase MDA 60 feet and Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via BNA VORTAC R-082 to AGEES/BNA 28.1 DME and hold.

<div>AWOS-3</div> <div>118.325</div>	<div>NASHVILLE APP CON</div> <div>118.4 360.7</div>	<div>GCO</div> <div>135.075</div>	<div>UNICOM</div> <div>122.725 (CTAF)</div>
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CATEGORY	A	B	C	D
CIRCLING	1240-1	652 (700-1)	1240-1¾ 652 (700-1¾)	1440-2¾ 852 (900-2¾)

SE-1, 22 OCT 2009 to 19 NOV 2009

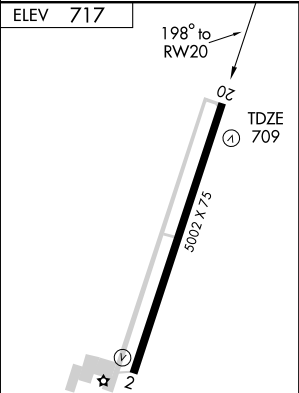
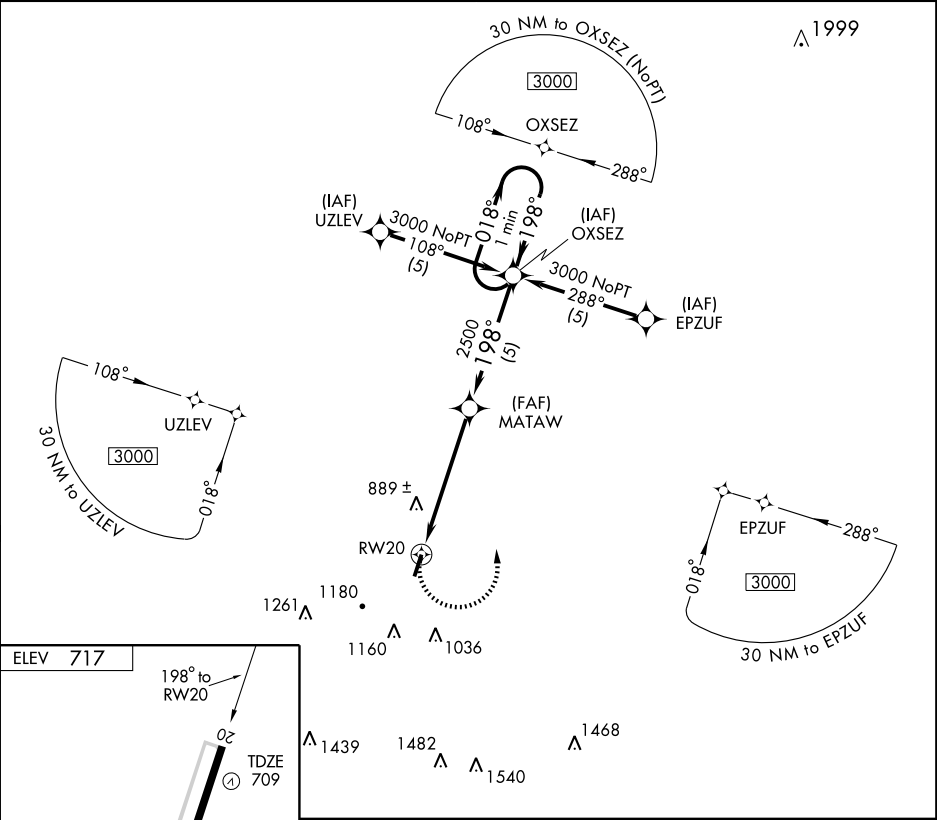
APP CRS	Rwy Idg	5002
198°	TDZE	709
	Apt Elev	717

GPS RWY 20

LEWISBURG/ELLINGTON (LUG)

<div><div>▼</div><div>▲ NA</div></div>	MISSED APPROACH: Climbing left turn to 3000 direct OXSEZ WP and hold.
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AWOS-3 135.775	MEMPHIS CENTER 126.75 353.5	UNICOM 122.8 (CTAF)
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<div><div>3000</div><div>OXSEZ</div></div> <div><div>MATAW</div><div>RW20</div><div>3.00°</div><div>TCH 40</div><div>5.5 NM</div><div>5 NM</div><div>OXSEZ</div><div>One Minute Holding Pattern</div><div>018° → 3000</div><div>← 198°</div><div>VGSI and final angle not coincident.</div></div>			
CATEGORY	A	B	D
S-20	1140-1 431 (500-1)	1140-1¼ 431 (500-1¼)	NA
CIRCLING	1340-1 623 (700-1)	1520-2¼ 803 (900-2¼)	NA

▼

NA

If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2700 direct to LUG NDB and hold.

AWOS-3

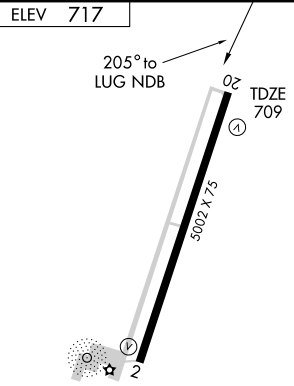
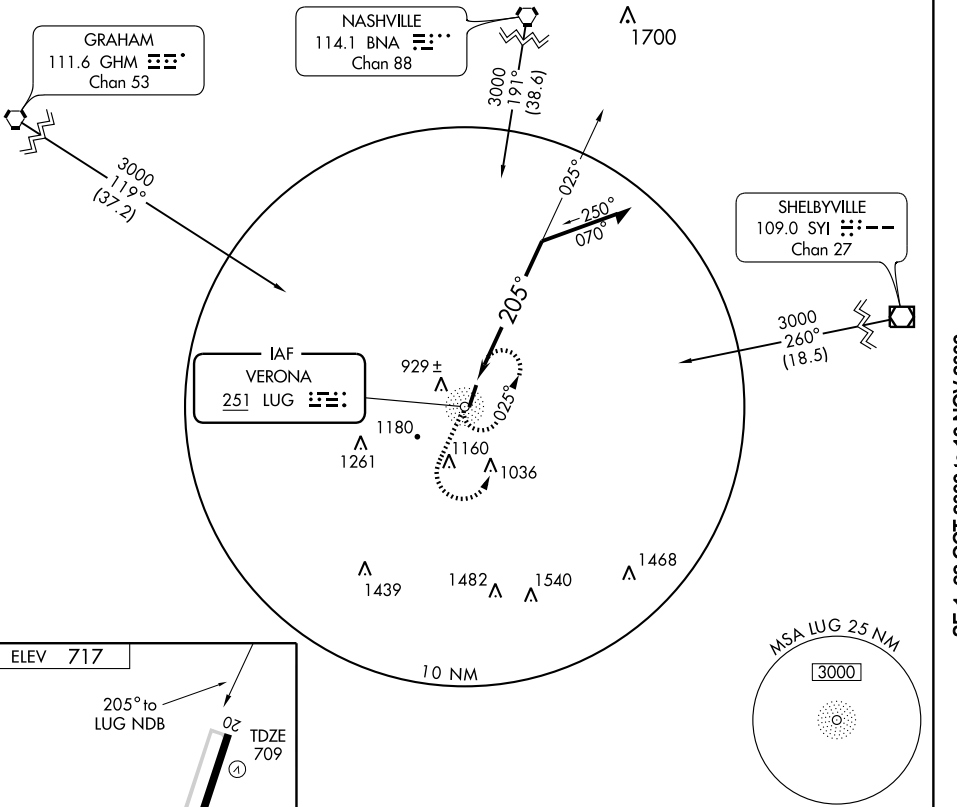
135.775

MEMPHIS CENTER

126.75 353.5

UNICOM

122.8 (CTAF)



REIL Rwy 2 and 20

MIRL Rwy 2-20

Knots	60	90	120	150	180
Min:Sec					

1800	2700	LUG 251	NDB		Remain within 10 NM
			025°	2700	
			205°		
CATEGORY	A	B	C	D	
S-20	1280-1	571 (600-1)	1280-1½ 571 (600-1½)	1280-1¾ 571 (600-1¾)	
CIRCLING	1280-1 563 (600-1)	1360-1 643 (700-1)	1360-1¾ 643 (700-1¾)	1580-2¾ 863 (900-2¾)	

WAAS CH <b>90116</b> <b>W01A</b>	APP CRS <b>014°</b>	Rwy Idg TDZE Apt Elev <b>6000</b> <b>467</b> <b>488</b>
--	------------------------	--

RNAV (GPS) RWY 1

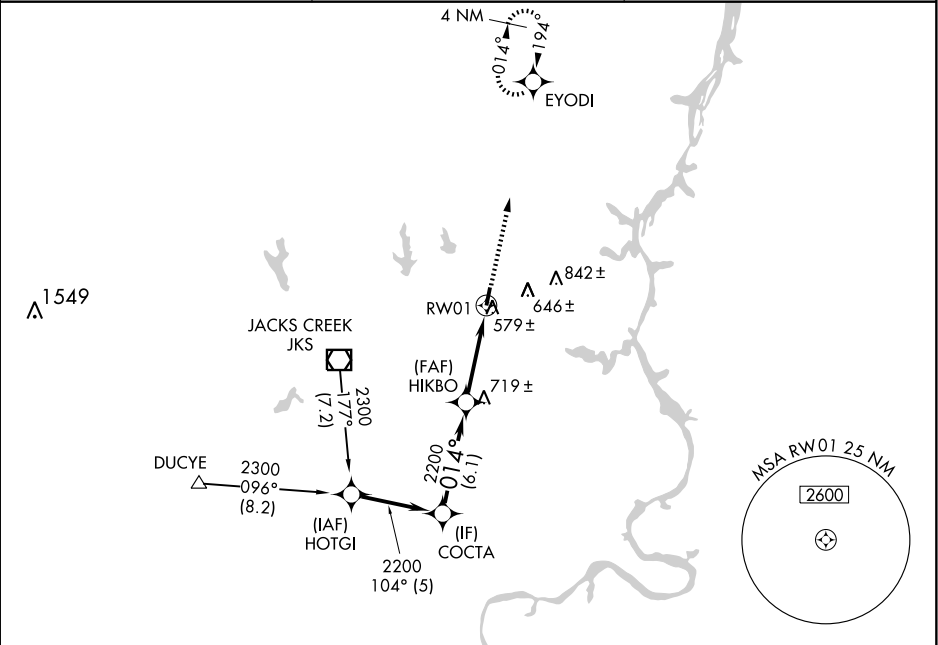
LEXINGTON-PARSONS/ BEECH RIVER RGNL (PVE)

**▼** DME/DME RNP-0.3 NA. Baro VNAV NA below -15° C (5° F). If local altimeter setting not received, use Huntingdon altimeter setting and increase all DAs/MDAs 80 feet.

**▲** NA Baro-VNAV and VDP NA when using Huntingdon altimeter setting.

MISSED APPROACH: Climb to 2500 direct EYODI and hold.

AWOS-3 <b>118.125</b>	MEMPHIS CENTER <b>125.85 379.25</b>	UNICOM <b>123.0</b> (CTAF)
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Procedure Turn NA

COCTA HIKBO RWY01

2200 014° 2200

GS 3.00° TCH 40

6.1 NM 3.9 NM 1.4 NM

\* LNAV only

2500 EYODI

\* 1.4 NM to RWY01

0.7% UP

TDZE 486

MIRL Rwy 1-19

REIL Rws 1 and 19

CATEGORY	A	B	C	D
LPV DA	740-1 254 (300-1)			
LNAV/VNAV DA	840-1½ 354 (400-1½)			
LNAV MDA	940-1 454 (500-1)	940-1¼ 454 (500-1½)	940-1½ 454 (500-1½)	
CIRCLING	940-1½ 452 (500-1½)	960-1½ 472 (500-1½)	980-1½ 492 (500-1½)	1040-2 552 (600-2)



WAAS CH <b>97316</b> <b>W19A</b>	APP CRS <b>194°</b>	Rwy Idg TDZE Apt Elev <b>6000</b> <b>488</b> <b>488</b>
--	------------------------	--

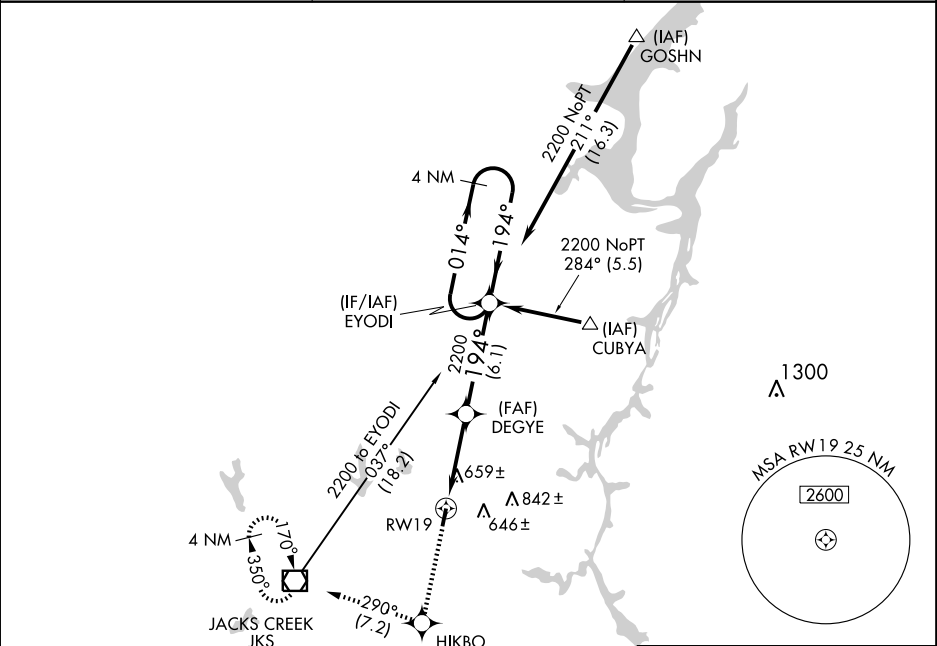
RNAV (GPS) RWY 19

LEXINGTON-PARSONS/ BEECH RIVER RGNL (PVE)

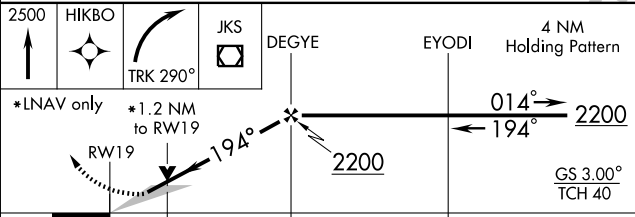
**NA** DME/DME RNP-0.3 NA. Baro VNAV NA below -15° C (5° F). If local altimeter setting not received, use Huntingdon altimeter setting and increase all DAs/MDAs 80 feet. VDP and Baro-VNAV NA when using Huntingdon altimeter setting.

**MISSED APPROACH:** Climb to 2500 direct HIKBO and right turn via 290° track to JKS VOR/DME and hold.

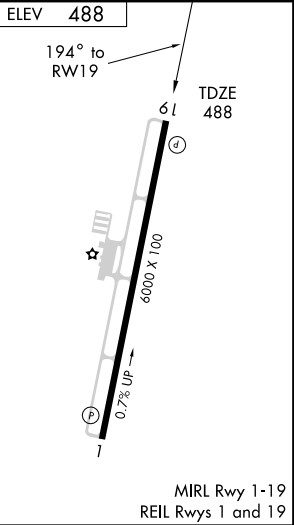
AWOS-3 <b>118.125</b>	MEMPHIS CENTER <b>125.85 379.25</b>	UNICOM <b>123.0</b> (CTAF)
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Procedure NA for arrivals at JKS VOR/DME via V124 westbound.



CATEGORY	A	B	C	D
LPV DA	740-1	252 (300-1)		
RNAV/VNAV DA	980-1¾	492 (500-1¾)		
RNAV MDA	920-1 432 (500-1)	920-1¼ 432 (500-1¼)	920-1½ 432 (500-1½)	
CIRCLING	980-1¾ 492 (500-1¾)		1040-2 552 (600-2)	



MIRL Rwy 1-19  
REIL Rwy 1 and 19

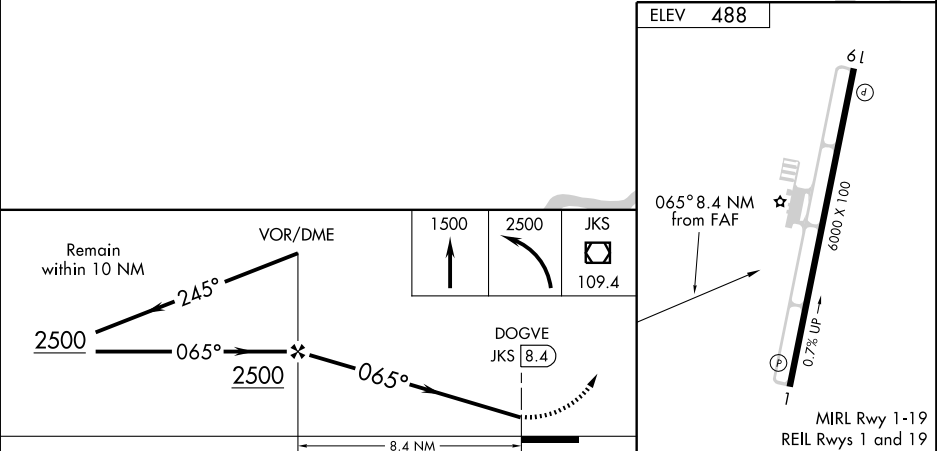
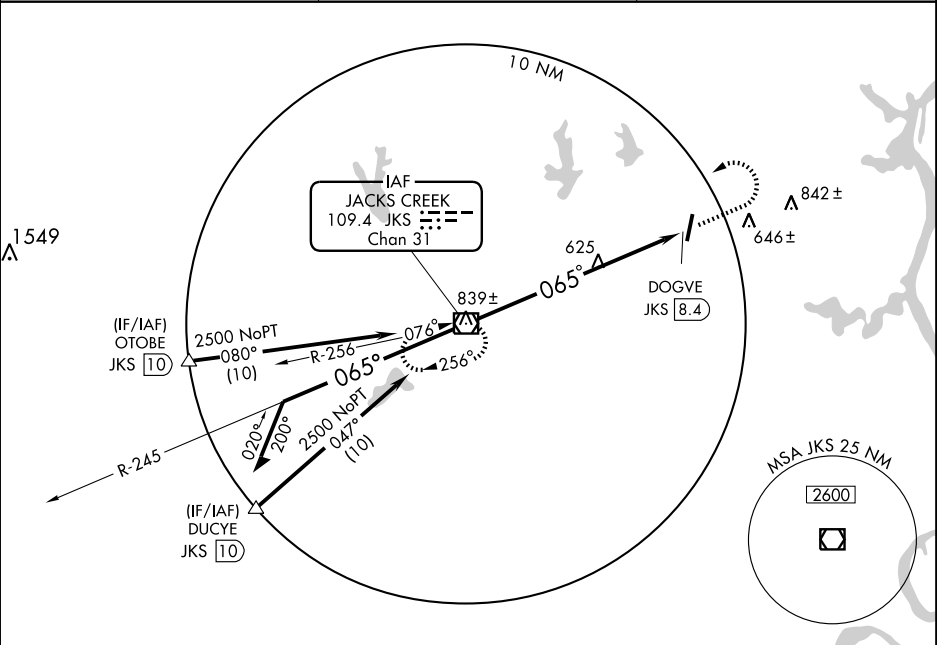
VOR/DME JKS	APP CRS	Rwy Idg TDZE	N/A
109.4	065°	Apt Elev	488
Chan 31			

VOR-A

LEXINGTON-PARSONS/BEECH RIVER RGNL (PVE)

<p><b>▼</b> If local altimeter setting not received, use Huntingdon altimeter setting and increase all MDAs 80 feet.</p> <p><b>▲</b> NA</p>	<p><b>MISSED APPROACH:</b> Climb to 1500 then climbing left turn to 2500 direct JKS VOR/DME and hold.</p>
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AWOS-3 118.125	MEMPHIS CENTER 125.85 379.25	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D	FAF to MAP 8.4 NM					
CIRCLING	1000-1	512 (600-1)	1000-1½ 512 (600-1½)	1040-2 552 (600-2)	Knots	60	90	120	150	180
					Min:Sec	8:24	5:36	4:12	3:22	2:48

LIVINGSTON, TENNESSEE

APP CRS

035°

Rwy Idg

5152

TDZE

1366

Apt Elev

1372

AL-6526 (FAA)

09295

RNAV (GPS) RWY 3

LIVINGSTON MUNI (8A3)



NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet, and increase LNAV Cat C/D visibilities ½ mile, Circling Cat B visibility ¼ mile and Circling Cat C/D visibilities ½ mile.

MISSED APPROACH:  
Climb to 4000 direct KAGGO and hold.

AWOS-3

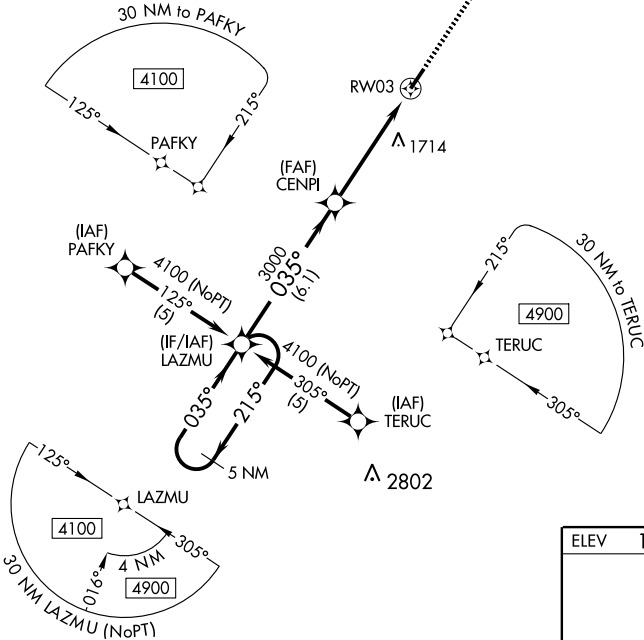
126.175

INDIANAPOLIS CENTER

124.625 371.925

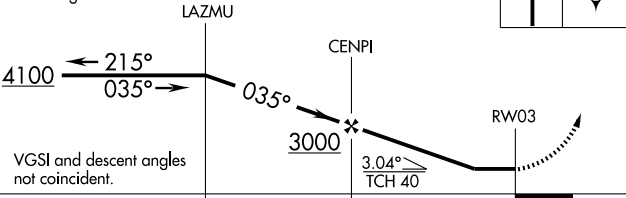
UNICOM

122.8 (CTAF)

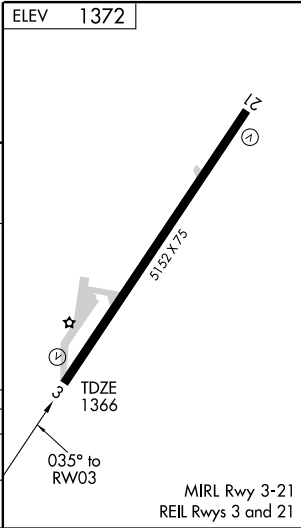


ELEV 1372

5 NM Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1960-1	594 (600-1)	1960-1½ 594 (600-1½)	1960-1¾ 594 (600-1¾)
CIRCLING	1960-1 588 (600-1)	2080-1 708 (800-1)	2080-2 708 (800-2)	2080-2¼ 708 (800-2¼)



▼

▲ NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet; and LNAV Cat C/D visibilities ½ mile, Circling Cat B visibility ¼ mile and Circling Cat C/D visibilities ½ mile.

MISSED APPROACH: Climb to 4100 direct LAZMU and hold.

AWOS-3 126.175	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF)
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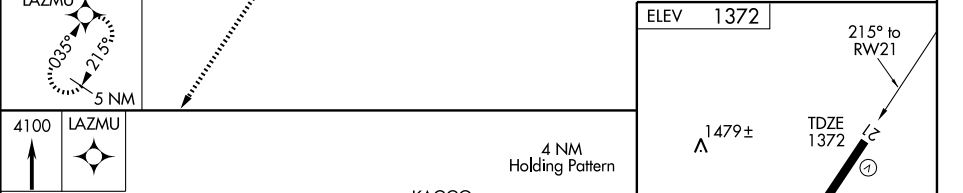
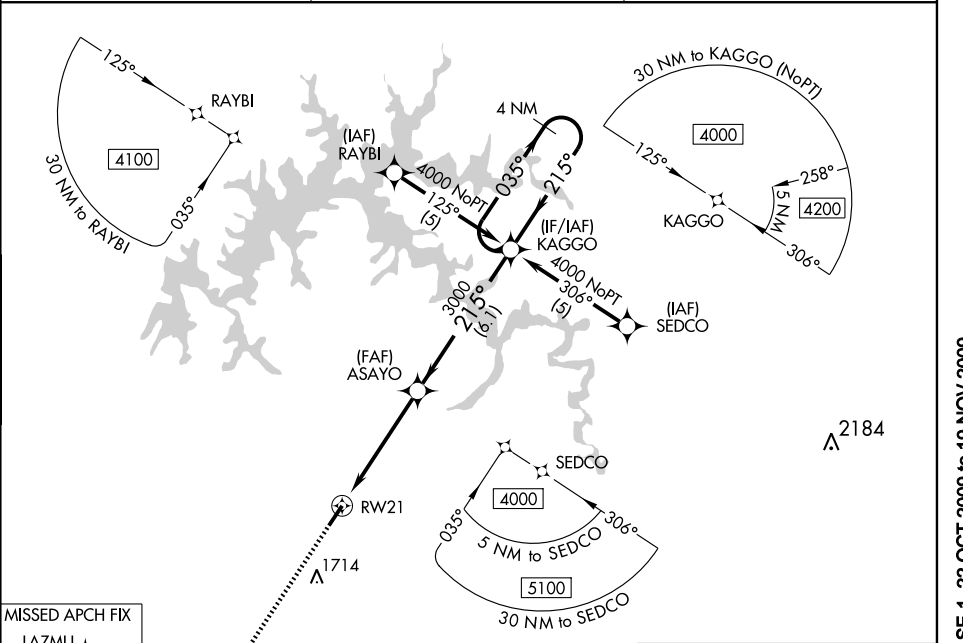


Diagram illustrating a flight path segment from RW21 to KAGGO. The path starts at RW21, proceeds to ASAYO (3000) with a 3.04° TCH 40, then continues to KAGGO (4000) with a 215° heading. A VGSI and descent angles not coincident note is present. Distances are 4.9 NM and 6.1 NM.

CATEGORY	A	B	C	D
LNAV MDA	1760-1 388 (400-1)			1760-1¼ 388 (400-1¼)
CIRCLING	1860-1 488 (500-1)	2080-1 708 (800-1)	2080-2 708 (800-2)	2080-2¼ 708 (800-2¼)

Diagram illustrating a flight path segment from MIRL Rwy 3-21 to REIL Rwy 3 and 21. The path starts at MIRL Rwy 3-21, proceeds to REIL Rwy 3 and 21 with a 5152 x 75 heading. A star symbol is present.

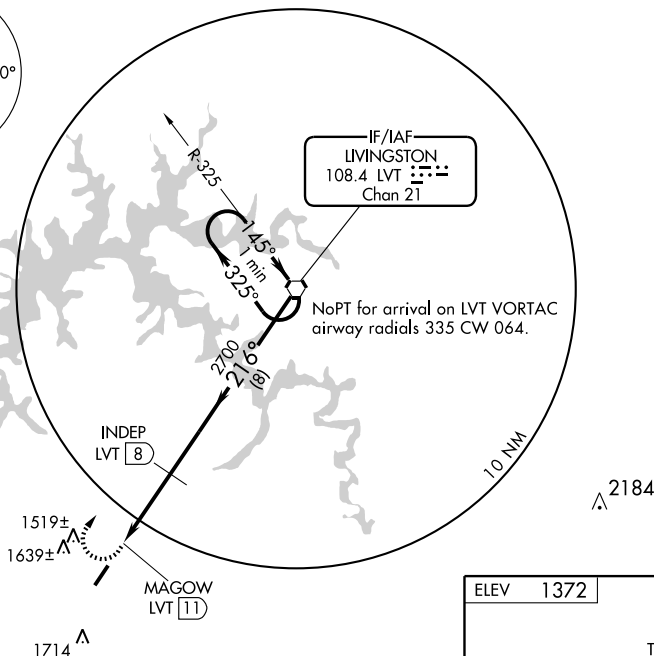
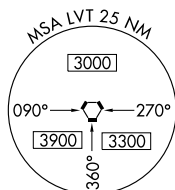
MIRL Rwy 3-21

REIL Rws 3 and 21

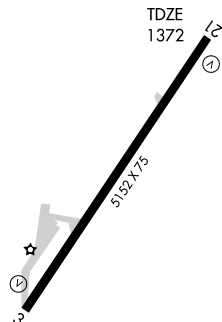
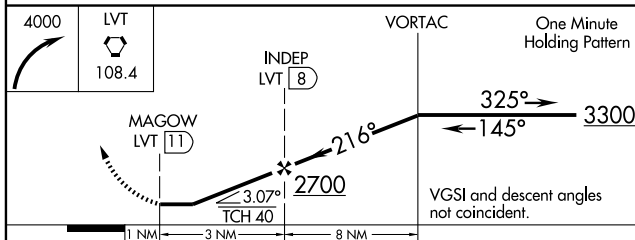
VOR/DME RWY 21  
LIVINGSTON MUNI (8A3)

**MISSED APPROACH:** Climbing right turn to 4000 direct LVT VORTAC and hold.

UNICOM  
122.8 (CTAF)



ELEV	1372
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CATEGORY	A	B	C	D
S-21	1880-1¼ 508 (600-1¼)	508 (600-1¼)	1880-1½ 508 (600-1½)	
CIRCLING	1880-1¼ 508 (600-1¼)	2080-1¼ 708 (800-1¼)	2080-2 708 (800-2)	2080-2¼ 708 (800-2¼)

MIRL Rwy 3-21  
REIL Rwy 3 and 21

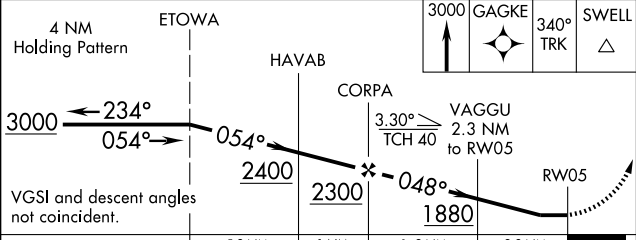
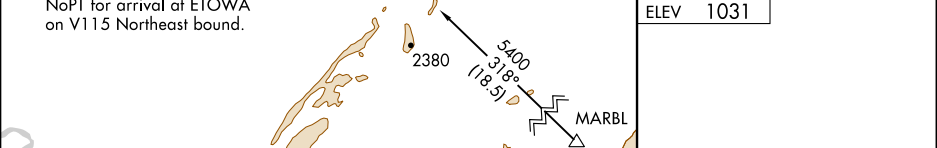
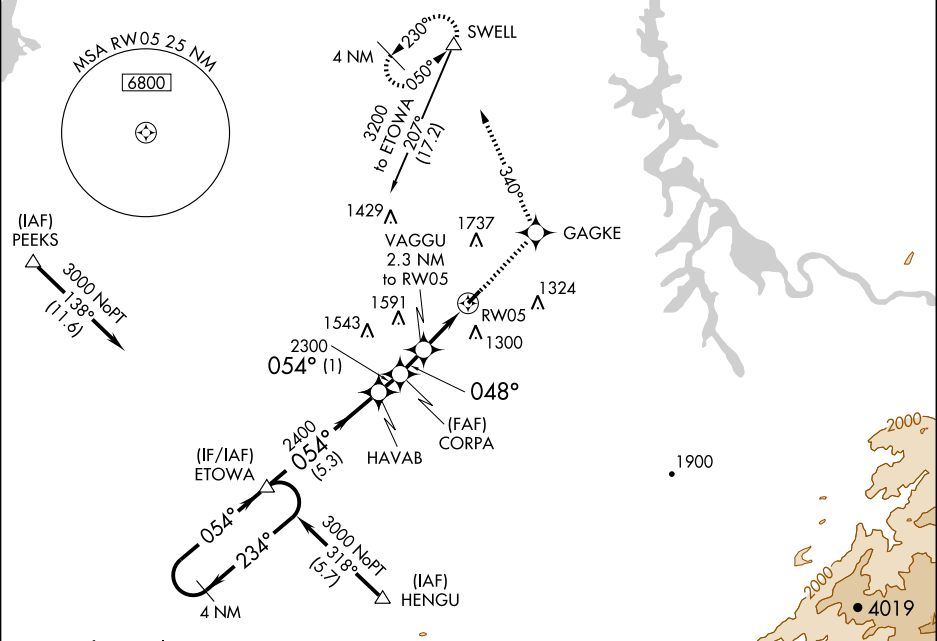
APP CRS	Rwy Idg	3641
048°	TDZE	1031
	Apt Elev	1031

RNAV (GPS) RWY 5

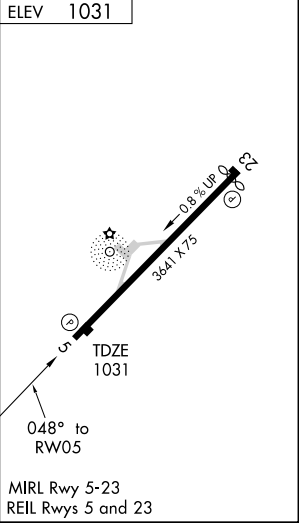
MADISONVILLE/ MONROE COUNTY (MNV)

<p><b>▼</b> Circling to Rwy 23 NA at night. When VGSI inop, procedure NA at night. Circling NA NW of Rwy 5-23. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.</p> <p><b>▲</b> NA When local altimeter setting not received, use McGhee-Tyson altimeter setting and increase all MDA 80 feet and increase LNAV and Circling Cat. C visibilities ¼ mile.</p>	<p><b>MISSED APPROACH:</b> Climb to 3000 direct GAGKE and via 340° track to SWELL and hold.</p>
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AWOS-3 118.475	KNOXVILLE APP CON 123.9 353.6	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	1780-1 749 (800-1)	1780-1¼ 749 (800-1¼)	1780-2¼ 749 (800-2¼)	NA
CIRCLING	1780-1 749 (800-1)	1780-1¼ 749 (800-1¼)	1780-2¼ 749 (800-2¼)	NA



APP CRS	Rwy Idg	3501
231°	TDZE	1002
	Apt Elev	1031

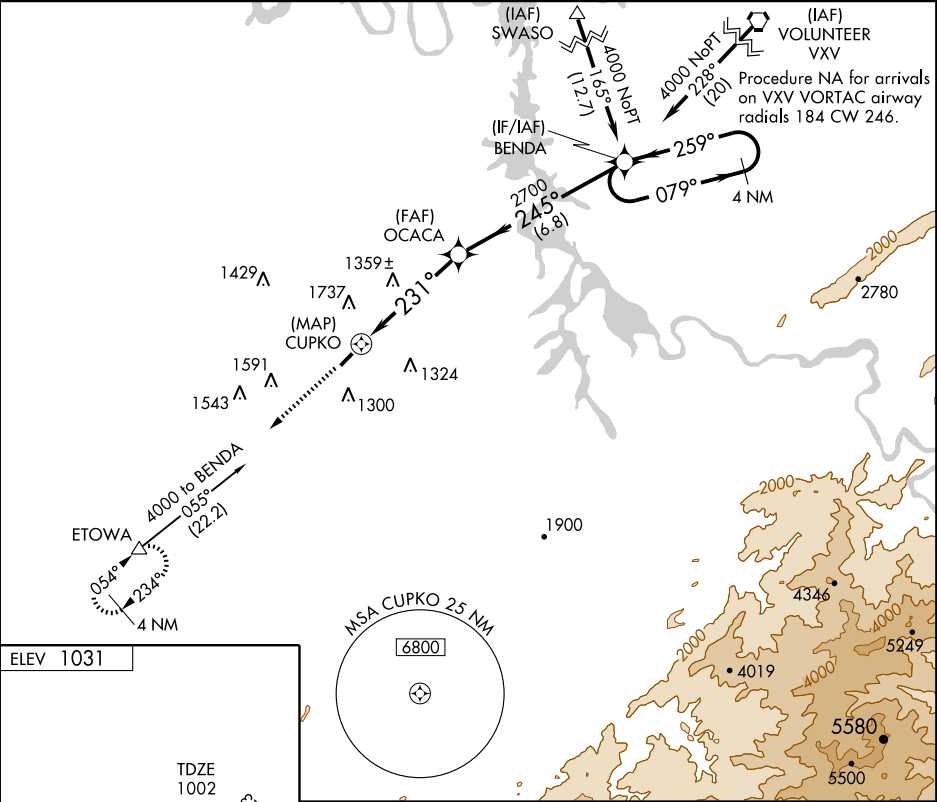
RNAV (GPS) RWY 23  
MADISONVILLE/ MONROE COUNTY (MNV)

  
NA

Circling NA NW of Rwy 5-23. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use McGhee-Tyson altimeter setting and increase all MDA 80 feet and increase LNAV and Circling Cat. C visibilities ¼ mile.

MISSED APPROACH:  
Climb to 3000 direct ETOWA and hold.

AWOS-3 118.475	KNOXVILLE APP CON 123.9 353.6	UNICOM 123.0 (CTAF)
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ELEV 1031

TDZE 1002

3641 x 75

0.8% UP

MIRL Rwy 5-23

REIL Rwy 5 and 23

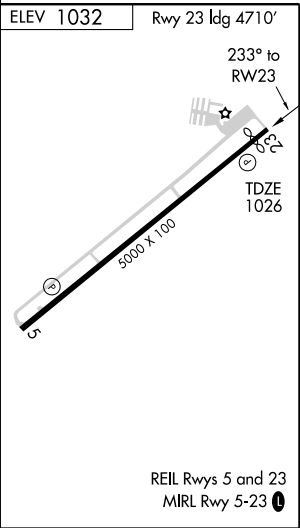
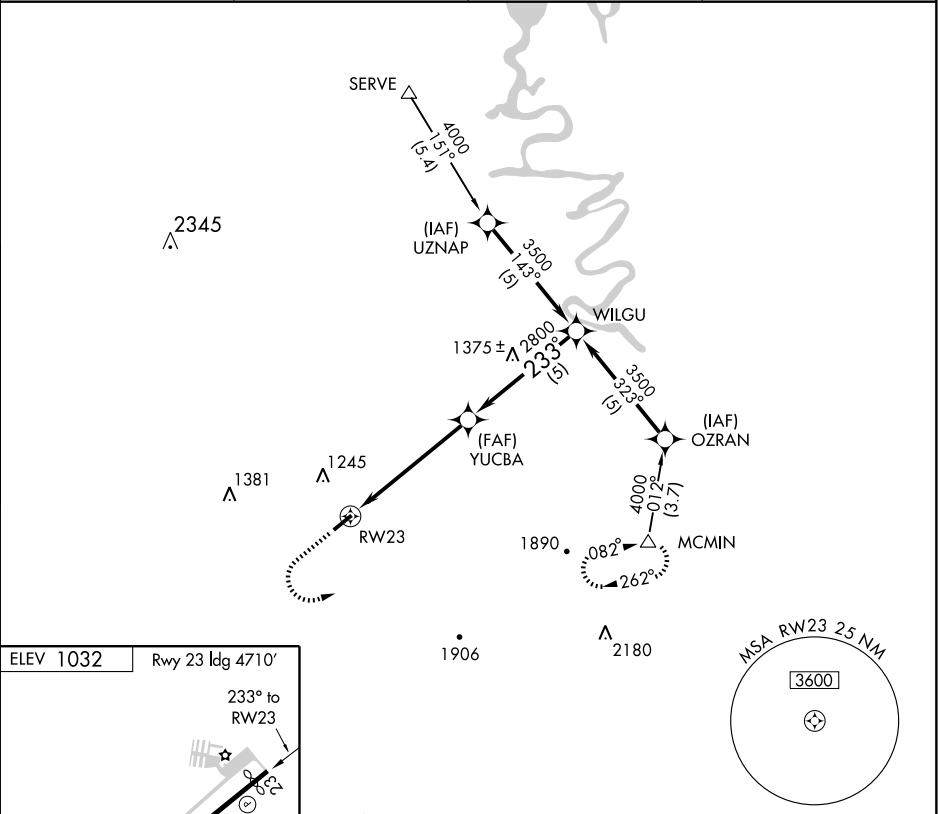
3000	ETOWA	BENDA	4 NM Holding Pattern
		OCACA	
	CUPKO		
	231°	245°	079°
	3.00° TCH 40	2700	4000
	0.5	4.7 NM	6.8 NM
CATEGORY	A	B	C
LNAV MDA	1620-1 618 (600-1)	1620-1 618 (600-1 3/4)	NA
CIRCLING	1620-1 589 (600-1)	1620-1 589 (600-1 3/4)	NA

GPS RWY 23

MC MINNVILLE/ WARREN COUNTY MEMORIAL (R.N.C.)

APP CRS	Rwy Idg	4710
233°	TDZE	1026
	Apt Elev	1032

<div>▼</div> <div>▲ NA</div>		MISSED APPROACH: Climb to 2000 then climbing left turn to 5000 direct MCMIN WP and hold.	
AWOS-3	MEMPHIS CENTER	GCO	UNICOM
135.525	126.75 353.5	121.725	122.8 (CTAF) ①



<div>2000</div> <div>5000</div> <div>MCMIN</div> <div>▲</div>		WILGU			
1.2 NM to RW23		YUCBA	3500		
RW23		2800	Procedure Turn NA		
1.2		4.3 NM	5 NM		
CATEGORY		A	B	C	D
S-23		1440-1	414 (500-1)	1440-1¼	414 (500-1¼)
CIRCLING		1520-1	488 (500-1)	1600-1½ 568 (600-1½)	1660-2 628 (700-2)



LOC I-RNC <b><u>111.5</u></b>	APP CRS <b>233°</b>	Rwy Idg TDZE Apt Elev	<b>4710</b> <b>1026</b> <b>1032</b>
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LOC RWY 23

MC MINNVILLE/ WARREN COUNTY MEMORIAL (RNC)

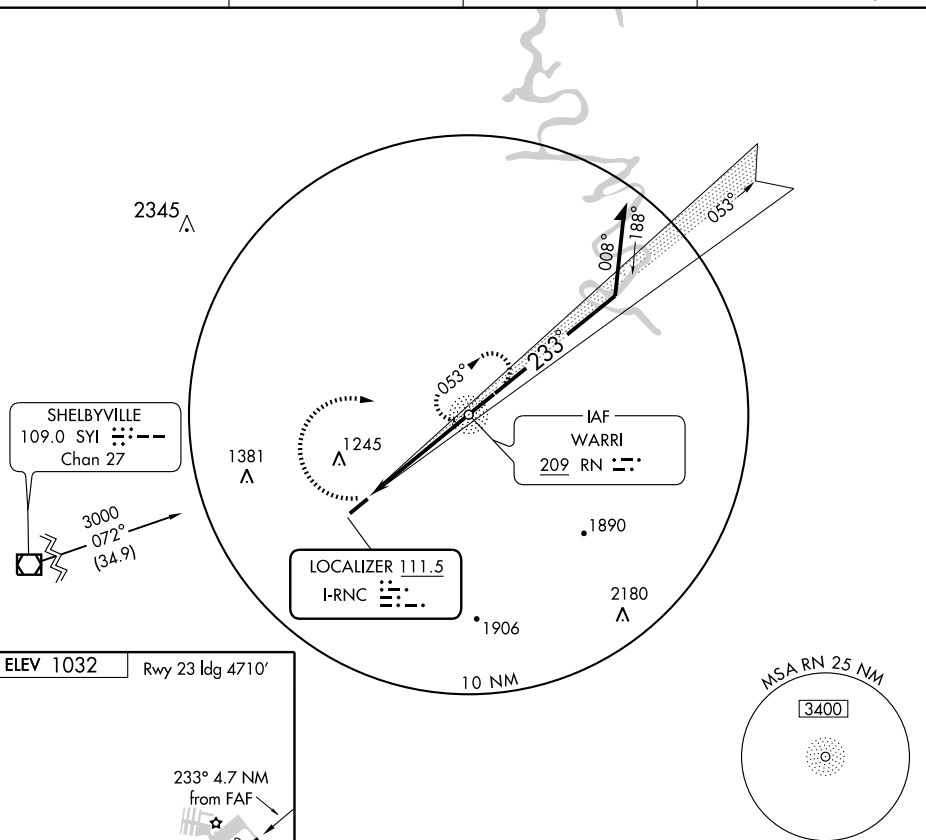
**T** ADF REQUIRED.  
**A** NA If local altimeter setting not received, use Crossville altimeter setting and increase all MDAs 200 feet.

**MISSED APPROACH:** Climbing right turn to 3000 direct WARR| NDB and hold.

AWOS-3  
135.525

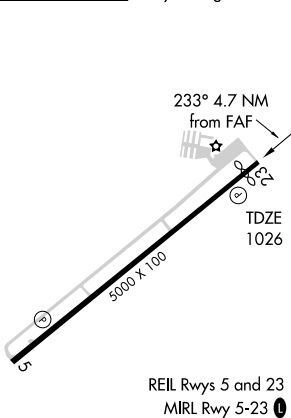
MEMPHIS CENTER  
126.75 353.5



GCO  
121.725

UNICOM  
122.8 (CTAF) **L**

SE-1. 22 OCT 2009 to 19 NOV 2009

ELEV 1032	Rwy 23 ldg 4710'
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3000	WARRI
	
	209

NDB

Remain within 10 NM

053°

233°

3000

2400

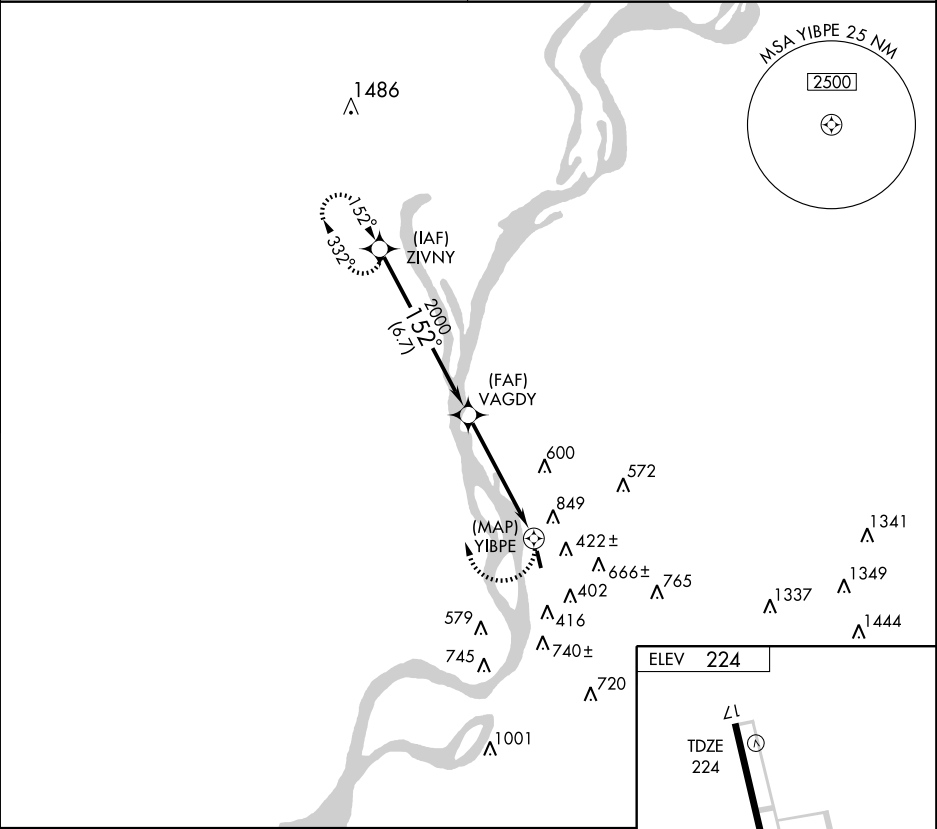
CATEGORY	A	B	C	D
S-23	1440-1	414 (500-1)	1440-1½	414 (500-1½)
CIRCLING	1520-1	488 (500-1)	1560-1½ 528 (600-1½)	1600-2 568 (600-2)

GPS RWY 17

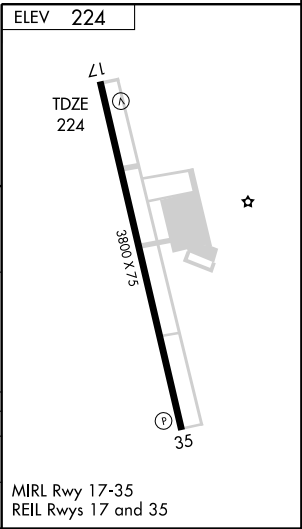
MEMPHIS/ GENERAL DEWITT SPAIN (MØ1)

APP CRS	Rwy Idg	3800
152°	TDZE	224
	Apt Elev	224

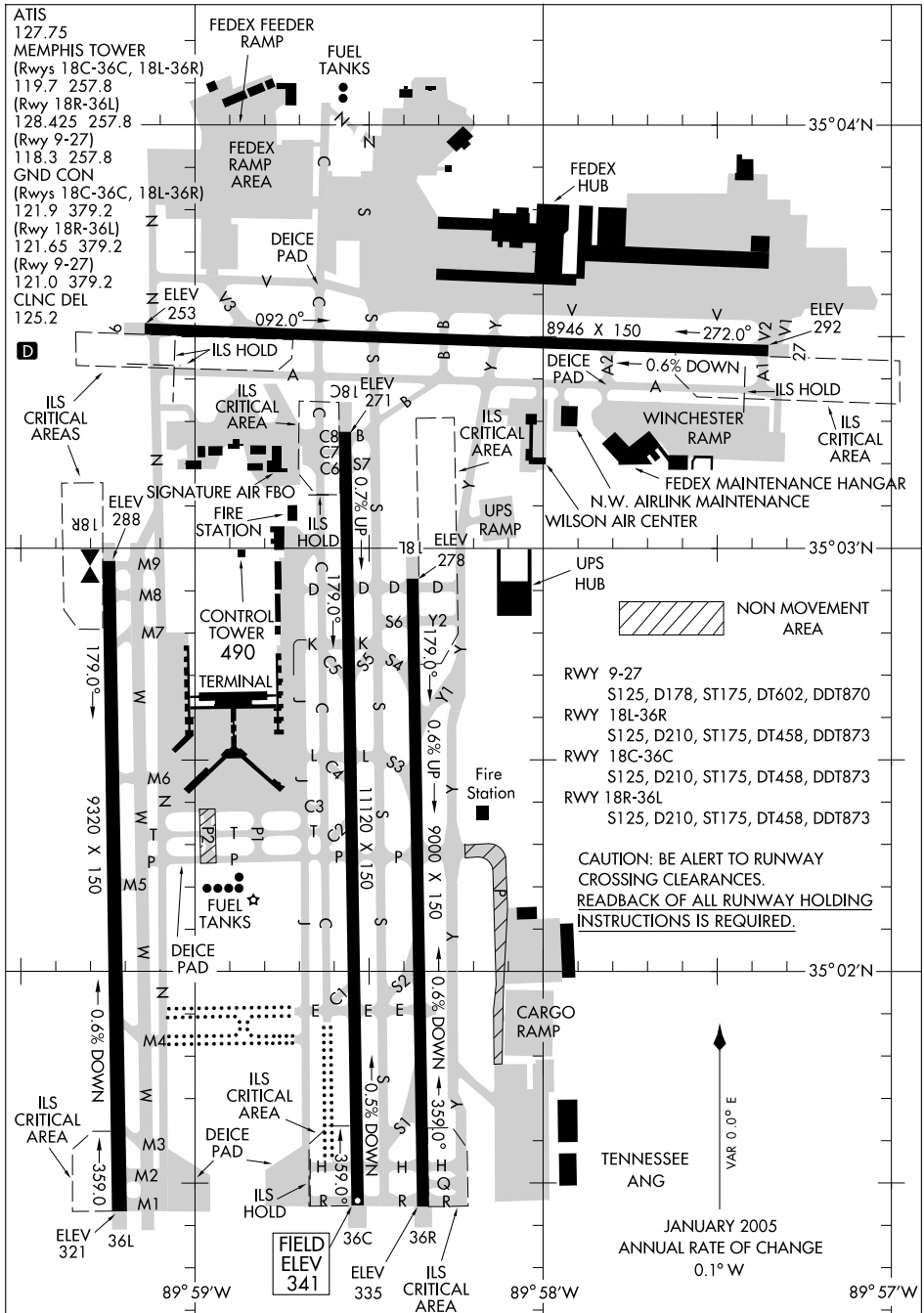
<div><div><div></div><div>NA</div></div><div>Use Memphis International alimeter setting.</div></div>	MISSED APPROACH: Climbing right turn to 2500 direct ZIVNY WP and hold.
MEMPHIS APP CON 119.1 291.6	UNICOM 122.7 (CTAF)



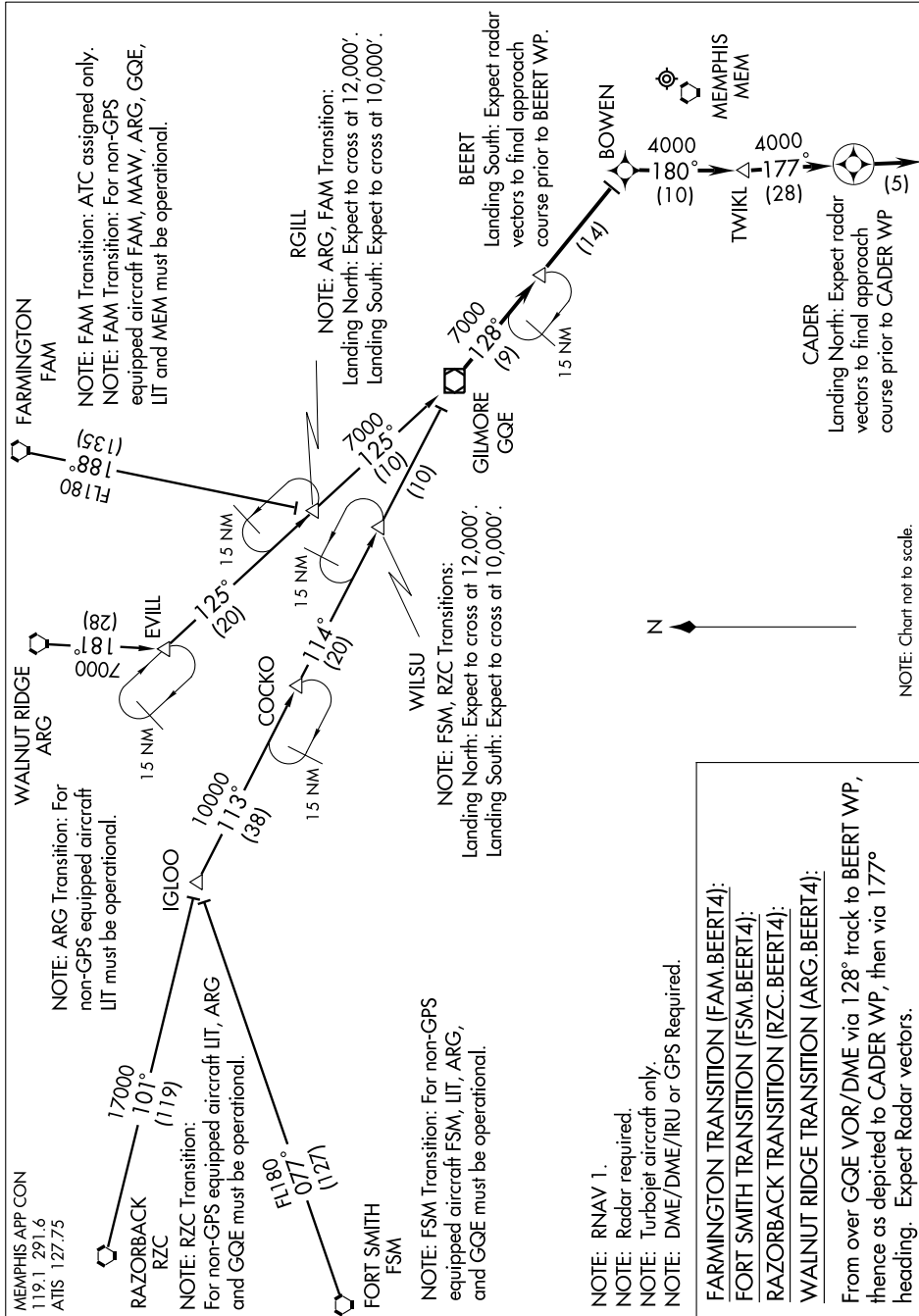
ZIVNY				
2500				
152°				
VAGDY				
2000				
VGSi and descent angles not coincident.				
3.02° TCH 31				
YIBPE				
6.7 NM				
5 NM				
0.5				
CATEGORY	A	B	C	D
S-17	1040-1 816 (900-1)	1040-1¼ 816 (900-1¼)	1040-2½ 816 (900-2½)	NA
CIRCLING	1240-1¼ 1016 (1100-1¼)	1240-1½ 1016 (1100-1½)	1240-3 1016 (1100-3)	NA

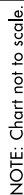






## BEERT FOUR ARRIVAL (RNAV)





## ARRIVAL DESCRIPTION

FARMINGTON TRANSITION (FAM.GQE3): From over FAM VORTAC via FAM R-188 to RGILL INT, then via GQE R-302 to GQE VOR/DME. Thence. . .

FORT SMITH TRANSITION (FSM.GQE3): From over FSM VORTAC via FSM R-076 to HERTZ INT, then via GQE R-276 to GQE VOR/DME. Thence. . .

RAZORBACK TRANSITION (RZC.GQE3): From over RZC VORTAC via RZC R-098 to IGLOO INT, then via GQE R-291 to GQE VOR/DME. Thence. . .

WALNUT RIDGE TRANSITION (ARG.GQE3): From over ARG VORTAC via ARG R-178 to EVILL INT, then via GQE R-302 to GQE VOR/DME. Thence. . .

. . . .FROM OVER GQE VOR/DME

TURBOJETS/TURBOPROPS LANDING NORTH: From over GQE VOR/DME via MEM R-308 to BOWEN INT. Thence heading 175° for vector to final approach course.

TURBOJETS/TURBOPROPS LANDING SOUTH: From over GQE VOR/DME via MEM R-308 to MEM VORTAC. Expect vectors to final approach course passing GQE VOR/DME.

NON-TURBINE AIRCRAFT ALL RUNWAYS: From over GQE VOR/DME via MEM R-308 to MEM VORTAC. Expect vectors to final approach course passing GQE VOR/DME.

**MUSCLE SHOALS**  
116.5 MSL  
Chan 112  
N34°42.41' - W87°29.49'  
L-18

**CRAMM**  
N34°38.18'  
W88°53.91'

**FL180**  
262°  
(116)  
CHOO CHOO  
115.8 GGO  
Chan 105  
N34°57.68' - W85°09.20'  
L-25, H-9-12

**VULCAN**  
114.4 VUZ  
Chan 91  
N33°40.21'  
W86°53.99'  
L-18, H-6-9

**HAMILTON**  
110.4 HAB  
Chan 41  
N34°11.93' - W88°00.70'  
L-18

**TUPELO**  
109.8 OTB  
Chan 35  
N34°13.43' - W88°47.84'  
L-18

**R-081**  
10000  
266°  
(70)  
R-102  
4000  
299°  
(51)  
R-345  
4000  
317°  
(38)  
R-31  
4000  
282°  
(20)  
R-219  
4000  
282°  
(11)  
#4000  
109.4 JKS  
Chan 31  
109.4 JKS  
Chan 31  
109.4 JKS  
Chan 31

**NAVIGATION**  
true to cross at 12000'  
true to cross at 10000'

16.90'

4000

NOTE: DME Required.



LOC I-MEM <b><u>109.5</u></b>	APP CRS <b>091°</b>	Rwy Idg <b>8946</b> TDZE <b>259</b> Apt Elev <b>341</b>
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## ILS or LOC RWY 9

MEMPHIS INTL (MEM)

**T** For inoperative MALSR, increase S-ILS 9 Cat. E visibility to RVR 4000 and S-LOC 9 Cat. E visibility to  $1\frac{3}{4}$ .

MALSR



**MISSED APPROACH:** Climb to 1000 then climbing right turn to 5000 via MEM R-151 to KEEZE INT/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON  
**119.1 291.6** (176°-355°)  
**125.8 338.3** (356°-175°)

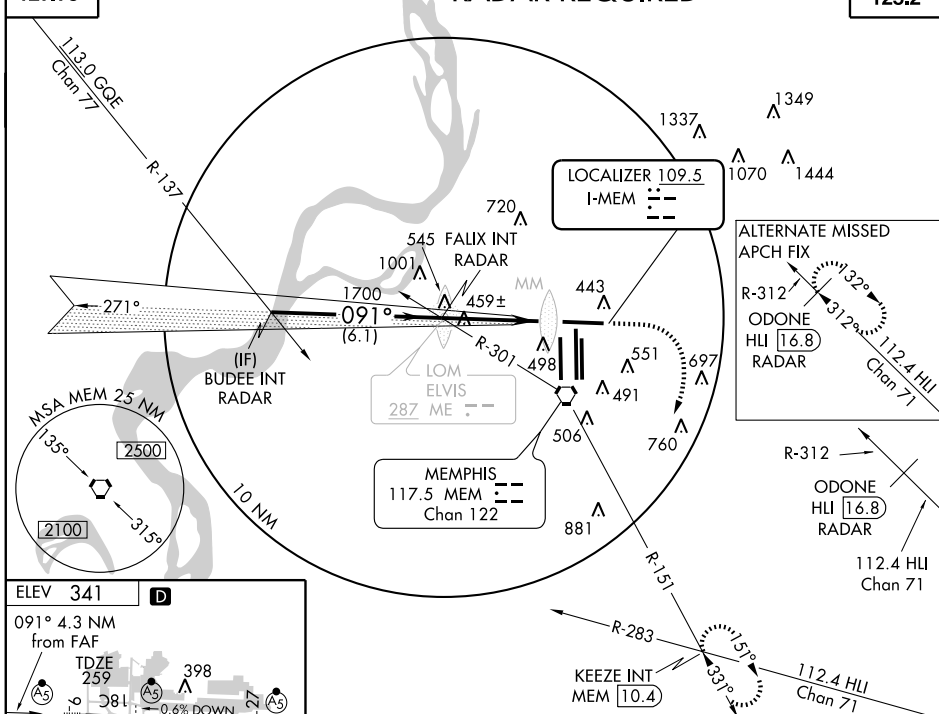
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

	GND CON		
(Rwy 9-27)		<b>121.0</b>	<b>379.2</b>
(Rwys 18C-36C, 18L-36R)		<b>121.9</b>	<b>379.2</b>
(Rwy 18R-36L)		<b>121.65</b>	<b>379.2</b>

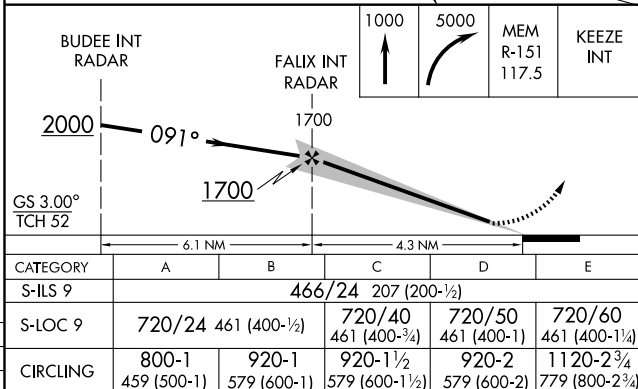
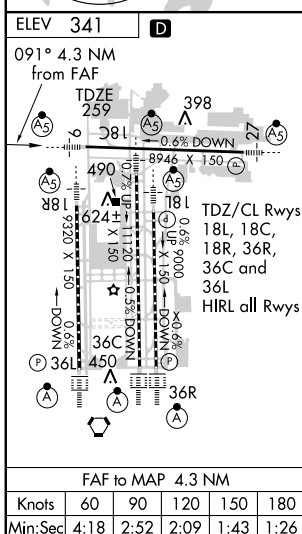
ATIS  
127.75

## RADAR REQUIRED

1449 <sup>^</sup> CLNC DEL  
125.2



SE-1. 22 OCT 2009 to 19 NOV 2009



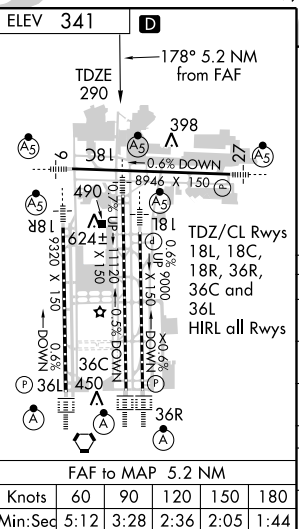
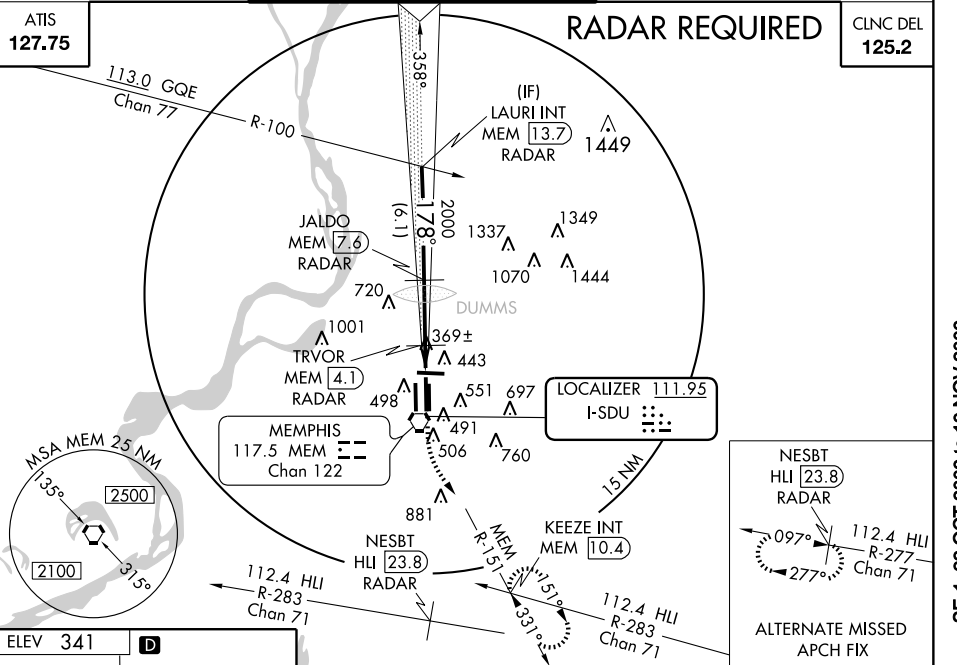
LOC I-SDU	APP CRS	Rwy Idg
<b>111.95</b>	<b>178°</b>	<b>11120</b>
		<b>290</b>
		<b>341</b>

For inoperative MALSRS, increase S-ILS 18C all Cats visibility to RVR 5000, S-LOC 18C Cat. E visibility to 2, TRVOR fix minimums increase S-LOC 18C Cat. E visibility to 1½.  
DME or RADAR REQUIRED.

MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 5000 via MEM VORTAC R-151 to KEEZE INT/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON	MEMPHIS TOWER	GND CON
<b>119.1 291.6</b> (176° - 355°)	(Rwy 9-27) <b>118.3 257.8</b>	(Rwy 9-27) <b>121.0 379.2</b>
<b>125.8 338.3</b> (356° - 175°)	(Rwys 18C-36C, 18L-36R) <b>119.7 257.8</b>	(Rwys 18C-36C, 18L-36R) <b>121.9 379.2</b>
	(Rwy 18R-36L) <b>128.425 257.8</b>	(Rwy 18R-36L) <b>121.65 379.2</b>



	LAURI INT MEM <b>13.7</b> RADAR	JALDO INT MEM <b>7.6</b> RADAR	900	5000	KEEZE INT
	3000	2000	TRVOR MEM <b>4.1</b> RADAR		
	GS 3.00° TCH 54	*LOC only *860			
	6.1 NM	3.5 NM	1.7 NM		
CATEGORY	A	B	C	D	E
S-ILS 18C	534/18	244 (200-½)		534/24	244 (200-½)
S-LOC 18C	860/24	570 (600-½)	860/50 570 (600-1)	860/60 570 (600-1½)	860-1½ 570 (600-1½)
CIRCLING	860-1 519 (600-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)
	TRVOR FIX MINIMUMS				
S-LOC 18C	700/24	410 (400-½)	700/40	410 (400-¾)	700/50 410 (400-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)

SE-1: 22 OCT 2009 to 19 NOV 2009

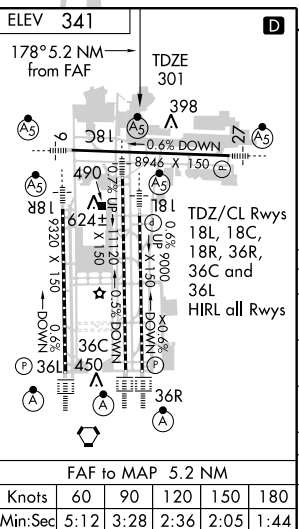
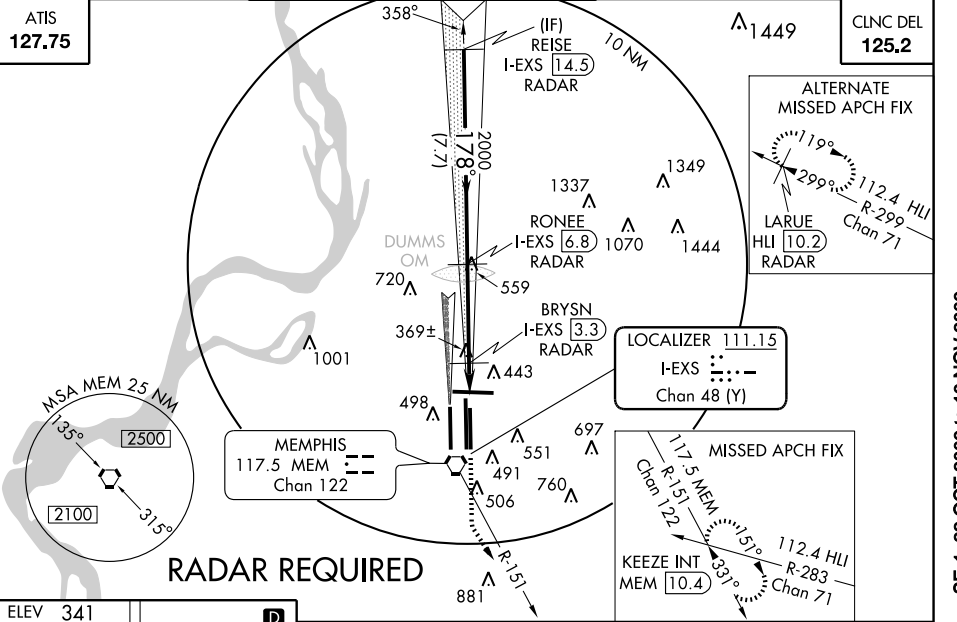
For inoperative MALS, increase S-ILS 18L Cat. E visibility to RVR 4000, S-LOC 18L Cat. E visibility to 1/4, BRYSN Fix Minimums, increase S-LOC 18L Cats. D and E visibility to RVR 5000. DME or RADAR Required.

Simultaneous approach authorized with runway 18R.

MALS

MISSED APPROACH: Climb to 900 then climbing left turn to 5000 via MEM VORTAC R-151 to KEEZE Int/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON	MEMPHIS TOWER	GND CON
119.1 291.6 (176° - 355°)	(Rwy 9-27) 118.3 257.8	(Rwy 9-27) 121.0 379.2
125.8 338.3 (356° - 175°)	(Rwys 18C-36C, 18L-36R) 119.7 257.8	(Rwys 18C-36C, 18L-36R) 121.9 379.2
	(Rwy 18R-36L) 128.425 257.8	(Rwy 18R-36L) 121.65 379.2



<div><div><div>REISE</div><div>I-EXS 14.5</div><div>RADAR</div></div><div><div>3000</div><div>178°</div><div>2000</div><div>2000</div><div>GS 3.00°</div><div>TCH 60</div></div><div><div>RONEE</div><div>I-EXS 6.8</div><div>RADAR</div></div><div><div>BRYSN</div><div>I-EXS 3.3</div><div>RADAR</div></div><div><div>I-EXS 2.5</div></div><div><div>I-EXS 1.7</div></div><div><div>900</div><div>↑</div></div><div><div>5000</div><div>MEM R-151</div><div>117.5</div></div><div><div>KEEZE</div><div>INT</div></div></div>					<div><div>*LOC only.</div><div>7.7 NM</div><div>3.5 NM</div><div>0.7 NM</div><div>0.9 NM</div></div>				
CATEGORY	A		B		C	D		E	
S-ILS 18L	501/18 200 (200-½)							501/24 200 (200-½)	
S-LOC 18L	820/24 519 (500-½)		820/50 519 (500-1)		820/60		519 (500-1¼)		
CIRCLING	820-1 479 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)		920-2 579 (600-2)		1120-2¾ 779 (800-2¾)		
BRYSN FIX MINIMUMS									
S-LOC 18L	620/24 319 (300-½)		620/40		319 (300-¾)				
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)		920-2 579 (600-2)		1120-2¾ 779 (800-2¾)		

SE-1: 22 OCT 2009 to 19 NOV 2009

ILS or LOC RWY 18R  
MEMPHIS INTL (MEM)

MEMPHIS INTL (MEM)

MALSR

**MISSED APPROACH:** Climb to 900 then climbing right turn to 5000 via MEM VORTAC R-212 to JEPOB Int/UJM 20 DME and hold

MEMPHIS TOWER

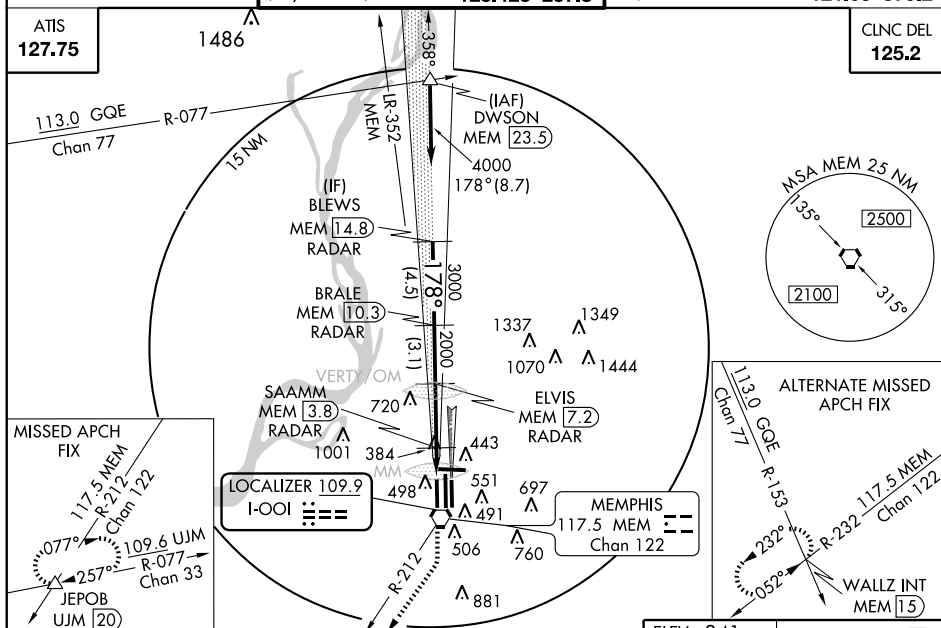
GND CON

(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS  
127.75

CLNC DEL  
**125.2**



SE-1. 22 OCT 2009 to 19 NOV 2009

**ELEV 341**

**D**

← 178° 5.1 NM  
from FAF

TDZE 295

A5

398

0.6% DOWN

8946 X 150

490

0.7% UP

624 ± 111

X 150

0.5% DOWN

781

0.6% DOWN

9000 X 150

36C and 36L

HIRL all Rwy's

36C

450

0.6%

P 36L

A4

A3

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

LOC I-JIM <b><u>108.7</u></b>	APP CRS <b>271°</b>	Rwy Idg <b>8946</b> TDZE <b>292</b> Apt Elev <b>341</b>
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## ILS or LOC RWY 27


MEMPHIS INTL (MEM)

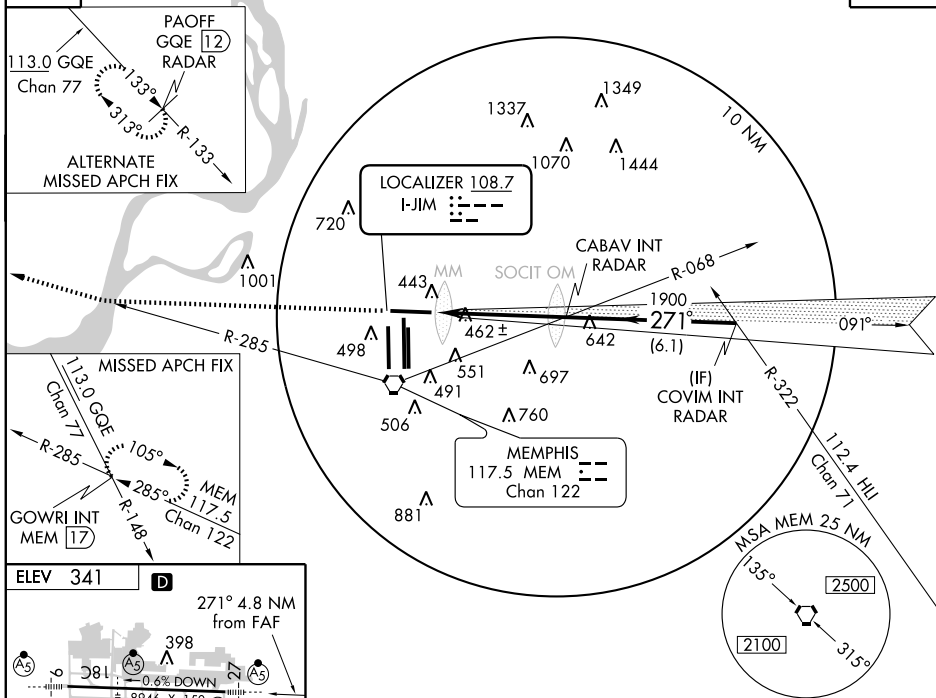
**T** For inoperative MALSR, increase S-ILS 27  
**A** Cat. E visibility to RVR 4000 and S-LOC 27  
Cat. E visibility to 1½.



**MISSED APPROACH:** Climb to 2500 and intercept MEM VORTAC R-285, then continue climb to 5000 via MEM VORTAC R-285 to GOWRI Int/MEM 17 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON			MEMPHIS TOWER		GND CON	
<b>119.1</b>	<b>291.6</b>	(176° - 355°)	(Rwy 9-27)	<b>118.3 257.8</b>	(Rwy 9-27)	<b>121.0 379.2</b>
			(Rwys 18C-36C, 18L-36R)	<b>119.7 257.8</b>	(Rwys 18C-36C, 18L-36R)	<b>121.9 379.2</b>
<b>125.8</b>	<b>338.3</b>	(356° - 175°)	(Rwy 18R-36L)	<b>128.425 257.8</b>	(Rwy 18R-36L)	<b>121.65 379.2</b>

ATIS 127.75		<b>RADAR REQUIRED</b>	1449	CLINC DEL 125.2
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**ELEV 341**

**D**

271° 4.8 NM from FAF

398

0.6% DOWN

TDZE 292

TDZ/CL Rwy's  
18L, 18C,  
18R, 36R,  
36C and  
36L  
HIRL all Rwy's

36L

36R

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

2500 ↑	MEM R-285 117.5	5000 ↑	GOWRI INT	<p>CABAY INT RADAR</p> <p>COVIM INT RADAR</p> <p>1900</p> <p>271°</p> <p>1900</p> <p>GS 3.00° TCH 54</p> <p>4.8 NM</p> <p>6.1 NM</p>				
CATEGORY	A	B	C	D	E			
S-ILS 27	492/24 200 (200-½)							
S-LOC 27	720/24	428 (400-½)	720/40 428 (400-¾)	720/50	428 (400-1)			
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)			

ILS or LOC RWY 36C  
MEMPHIS INTL (MEM)

MEMPHIS INTL (MEM)

ALSF-2

**MISSED APPROACH:** Climb to 3000  
via MEM VORTAC R-360 to  
LAURI INT/MEM 13.7 DME and hold.

ATIS <b>127.75</b>			CLNC DEL <b>125.2</b>
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## RADAR REQUIRED

ELEV 341

**D**

398  
581  
490  
624±  
181  
36L  
450  
36R

0.6% DOWN  
0.7% DOWN  
0.6% UP 9000  
0.6% DOWN  
0.3% DOWN  
0.6% DOWN

9320 X 150  
9320 X 150

TDZ/CL Rwys  
18L, 18C,  
18R, 36R,  
36C and  
36L  
HIRL all Rwys

358° 5 NM  
from FAF

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D	E
S-ILS 36C	541/18 200 (200-½)				541/24 200 (200-½)
S-LOC 36C	740/24 399 (400-½)			740/40 399(400-¾)	740/50 399(400-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)

LOC/DME I-OHN <b>108.9</b> Chan <b>26</b>	APP CRS <b>358°</b>	Rwy Idg TDZE Apt Elev	<b>9320</b> <b>321</b> <b>341</b>
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# ILS or LOC RWY 36L

## MEMPHIS INTL (MEM)

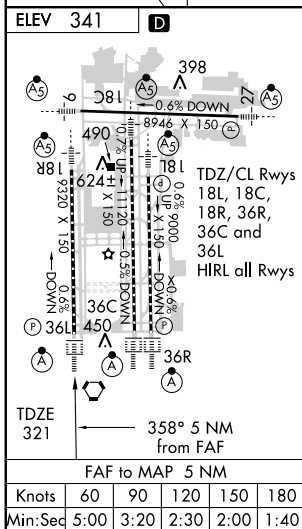
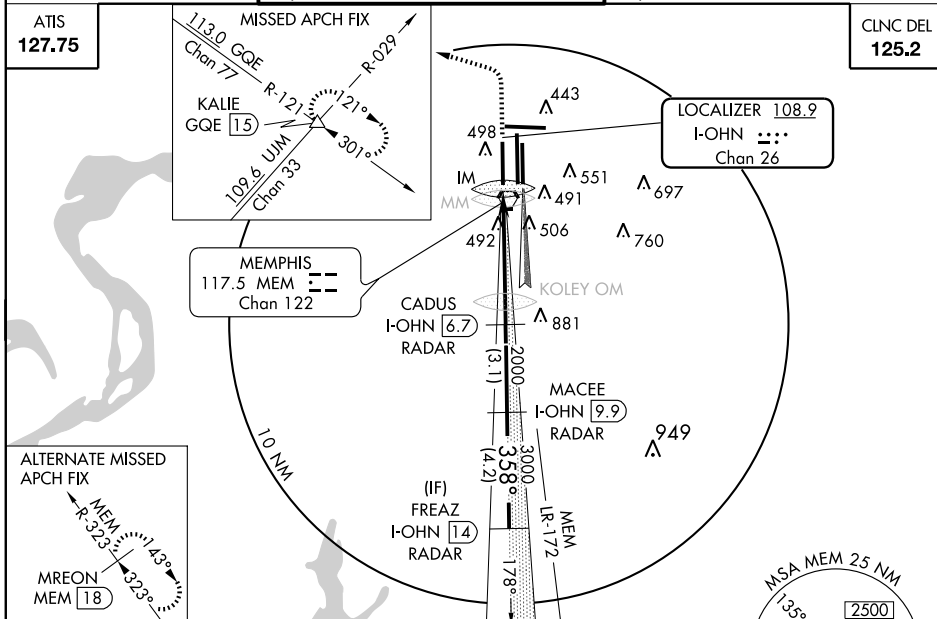
Simultaneous approach authorized with runway 36R.  
For inoperative ALSF, increase S-ILS 36L Cat. E  
visibility to RVR 4000 and S-LOC 36L visibility to 1½.  
DME or RADAR REQUIRED.

ALSF-2



MISSED APPROACH: Climb to 1000 then climbing  
left turn to 5000 via heading 330° and GQE  
VOR/DME R-121 to KALIE Int/GQE 15 DME and  
hold, continue climb-in-hold to 5000.

MEMPHIS APP CON	MEMPHIS TOWER	GND CON
<b>119.1 291.6</b> (176° - 355°)	(Rwy 9-27) <b>118.3 257.8</b>	(Rwy 9-27) <b>121.0 379.2</b>
<b>125.8 338.3</b> (356° - 175°)	(Rwys 18C-36C, 18L-36R) <b>119.7 257.8</b>	(Rwys 18C-36C, 18L-36R) <b>121.9 379.2</b>
	(Rwy 18R-36L) <b>128.425 257.8</b>	(Rwy 18R-36L) <b>121.65 379.2</b>



1000	5000	KALIE	CADUS	MACEE	FREAZ
↑	HDG 330° GQE R-121	I-OHN [1.7]	I-OHN [6.7] RADAR	I-OHN [9.9] RADAR	I-OHN [14] RADAR
3000	3000	3000	3000	3000	3000
358°	358°	358°	358°	358°	358°
4000	4000	4000	4000	4000	4000
GS 3.00°	GS 3.00°	GS 3.00°	GS 3.00°	GS 3.00°	GS 3.00°
TCH 59	TCH 59	TCH 59	TCH 59	TCH 59	TCH 59
When assigned by ATC, intercept glidepath at 3000.	When assigned by ATC, intercept glidepath at 3000.	When assigned by ATC, intercept glidepath at 3000.	When assigned by ATC, intercept glidepath at 3000.	When assigned by ATC, intercept glidepath at 3000.	When assigned by ATC, intercept glidepath at 3000.
0.1	1 NM	3.9 NM	3.1 NM	4.2 NM	
CATEGORY	A	B	C	D	E
S-ILS 36L	521/18	200 (200-½)			521/24 200 (200-½)
S-LOC 36L	760/24	439 (500-½)	760/40 439 (500-¾)	760/50	439 (500-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)

ILS or LOC RWY 36R

MEMPHIS INTL (MEM)

ALSF-2

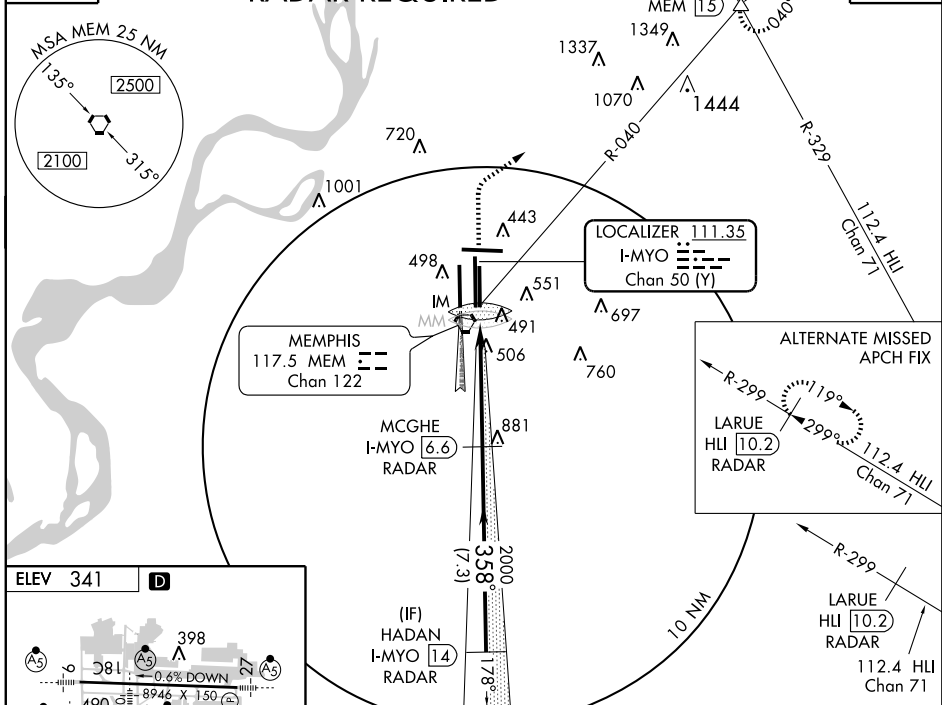
**MISSED APPROACH:** Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU Int/MEM 15 DME and hold. continue climb-in-hold to 5000.

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

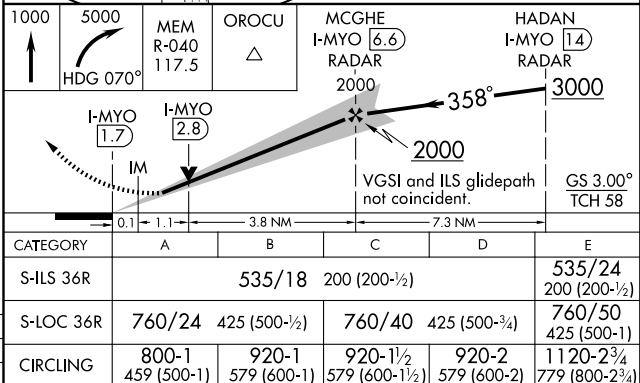
	GND CON		
(Rwy 9-27)		<b>121.0</b>	<b>379.2</b>
(Rwys 18C-36C, 18L-36R)		<b>121.9</b>	<b>379.2</b>
(Rwy 18R-36L)		<b>121.65</b>	<b>379.2</b>

CLNC DEL  
125.2

## RADAR REQUIRED



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40





ILS RWY 36C (CAT II)  
MEMPHIS INTL (MEM)

ALSF-2

**MISSED APPROACH:** Climb to 3000  
via MEM VORTAC R-360 to  
LAURI INT/MEM 13.7 DME and hold.

ATIS  
**127.75**

CLNC DEL  
**125.2**

[illegible]

MSA MEM 25 NM

135°

2500

2100

315°

ELEV 341	D
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The diagram illustrates the S-ILS 36C approach path. Key features include:

- Altitudes:** 3000 (top left), 341 MSL (bottom left), 2000 (center), and 3000 (top right).
- Navigation Aids:** MEM R-360 117.5, LAURI INT, IM, MM, GINIE I-TSE 6.9 RADAR, and NESBT INT I-TSE 13.2 RADAR.
- Distances:** 1170', 767', 1584', 4.6 NM, and 6.3 NM.
- Angles:** 358° and 2000°.
- Other Labels:** DH RA 118, GS 3.00° TCH 60, and a shaded gray area representing the approach path.

CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-TSE <b><u>110.5</u></b> Chan <b>42</b>	APP CRS <b>358°</b>	Rwy Idg <b>11120</b> TDZE <b>341</b> Apt Elev <b>341</b>
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**ILS RWY 36C (CAT III)**  
**MEMPHIS INTL (MEM)**

**T**  
**A** DME or RADAR Required.

ALSF-2

**MISSED APPROACH:** Climb to 3000  
via MEM VORTAC R-360 to  
LAURI INT/MEM 13.7 DME and hold.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
<b>119.1</b>	<b>291.6</b> (176° - 355°)	(Rwy 9-27)	<b>118.3</b>	<b>257.8</b>	(Rwy 9-27) <b>121.0</b> <b>379.2</b>
		(Rwys 18C-36C, 18L-36R)	<b>119.7</b>	<b>257.8</b>	(Rwys 18C-36C, 18L-36R) <b>121.9</b> <b>379.2</b>
<b>125.8</b>	<b>338.3</b> (356° - 175°)	(Rwy 18R-36L)	<b>128.425</b>	<b>257.8</b>	(Rwy 18R-36L) <b>121.65</b> <b>379.2</b>

ATIS <b>127.75</b>		1337 $\Delta$ $\Delta$ 1349 1070 $\Delta$ $\Delta$ 1444	CLNC DEL <b>125.2</b>
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Diagram illustrating an alternate missed approach fix. The diagram shows a runway with a length of 3170'. A missed approach fix is located 1370' from the runway end. A glider (GOBLE) is shown at a 37.2% fuel state, and a radar is shown at a 31.7% fuel state. The diagram also indicates a 112.4% fuel state for the radar and a 31.7% fuel state for the glider.

[illegible]

ELEV	341	D
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Diagram illustrating the proposed runway layout and associated navigation aids:

- Runway Segment:** 341 MSL (Mean Sea Level).
- Navigation Aids:**
  - LAURI INT (Latitude/Longitude: 3000, 117.5).
  - IM (Intersection Marking: 444').
  - MM (Intersection Marking: 520').
  - GINIE I-TSE 6.9 RADAR (2000').
  - NESBT INT I-TSE 13.2 RADAR (3000').
- Distances and Bearings:**
  - 1170' (Runway segment).
  - 903' (Runway segment).
  - 1448' (Runway segment).
  - 4.6 NM (Distance to GINIE I-TSE 6.9 RADAR).
  - 6.3 NM (Distance to NESBT INT I-TSE 13.2 RADAR).
  - 358° (Bearing to NESBT INT I-TSE 13.2 RADAR).
  - 2000' (Distance to GINIE I-TSE 6.9 RADAR).
- Other Features:**
  - MEM R-360 117.5 (Magnetic Heading).
  - GS 3.00° TCH 60 (Glide Slope).

CATEGORY	A	B	C	D
S-ILS 36C		Cat IIIa	RVR 07	
S-ILS 36C		Cat IIIb	RVR 03	
S-ILS 36C		Cat IIIc	NA	

## CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

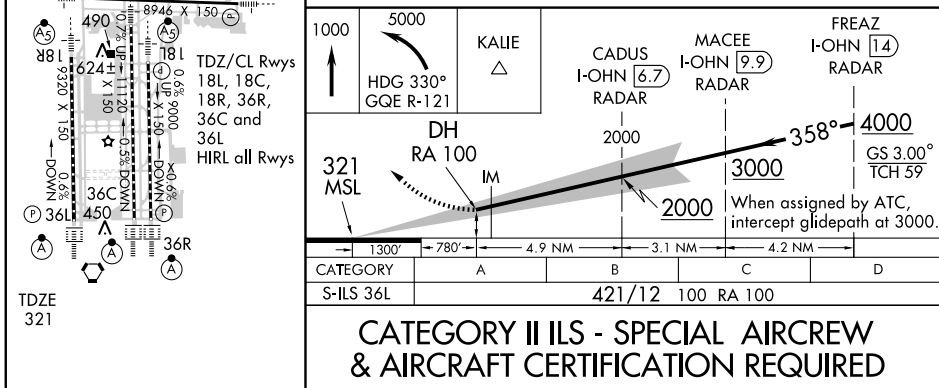
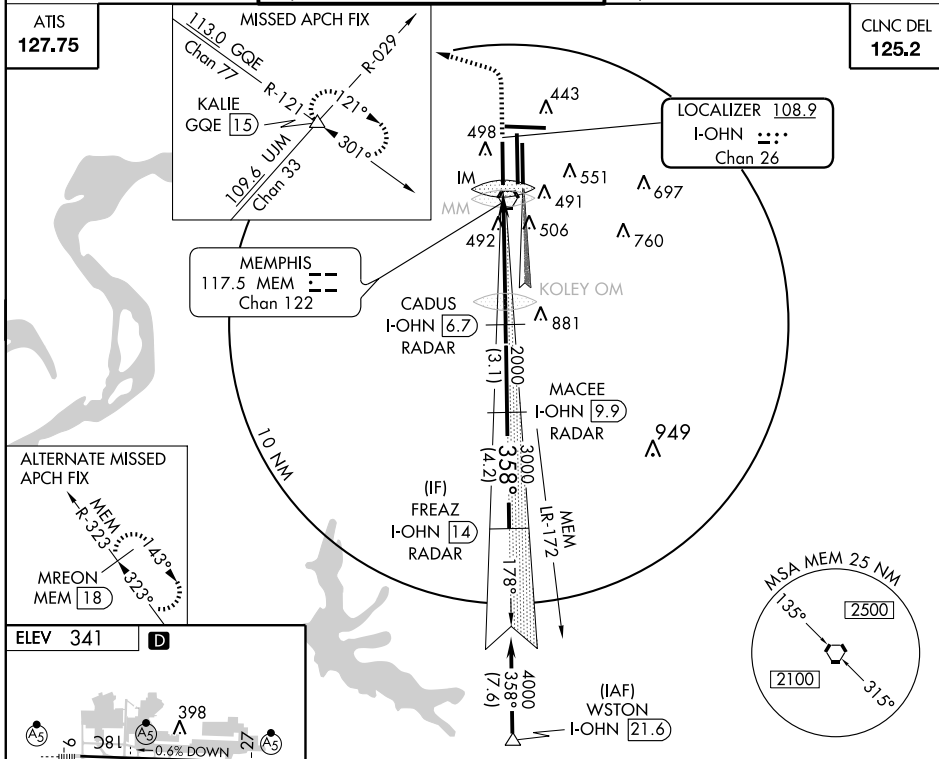
LOC/DME I-OhN	APP CRS	Rwy Idg	9320
<b>108.9</b>	<b>358°</b>	TDZE	<b>321</b>
Chan 26		Apt Elev	<b>341</b>

## ILS RWY 36L (CAT II)

MEMPHIS INTL (MEM)

<b>Simultaneous approach authorized with runway 36R.</b> <b>DME or RADAR REQUIRED.</b>	<b>ALSF-2</b> 	<b>MISSED APPROACH:</b> Climb to 1000 then climbing left turn to 5000 via heading 330° and GQE VOR/DME R-121 to KALIE Int/GQE 15 DME and hold, continue climb-in-hold to 5000.
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<b>MEMPHIS APP CON</b> <b>119.1 291.6</b> (176° - 355°) <b>125.8 338.3</b> (356° - 175°)	<b>MEMPHIS TOWER</b> (Rwy 9-27) <b>118.3 257.8</b> (Rwys 18C-36C, 18L-36R) <b>119.7 257.8</b> (Rwy 18R-36L) <b>128.425 257.8</b>	<b>GND CON</b> (Rwy 9-27) <b>121.0 379.2</b> (Rwys 18C-36C, 18L-36R) <b>121.9 379.2</b> (Rwy 18R-36L) <b>121.65 379.2</b>
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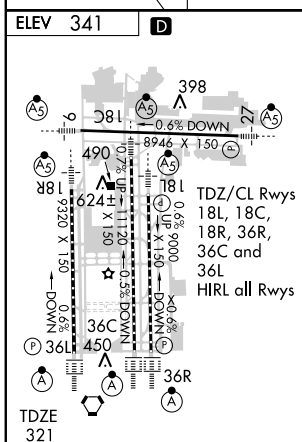
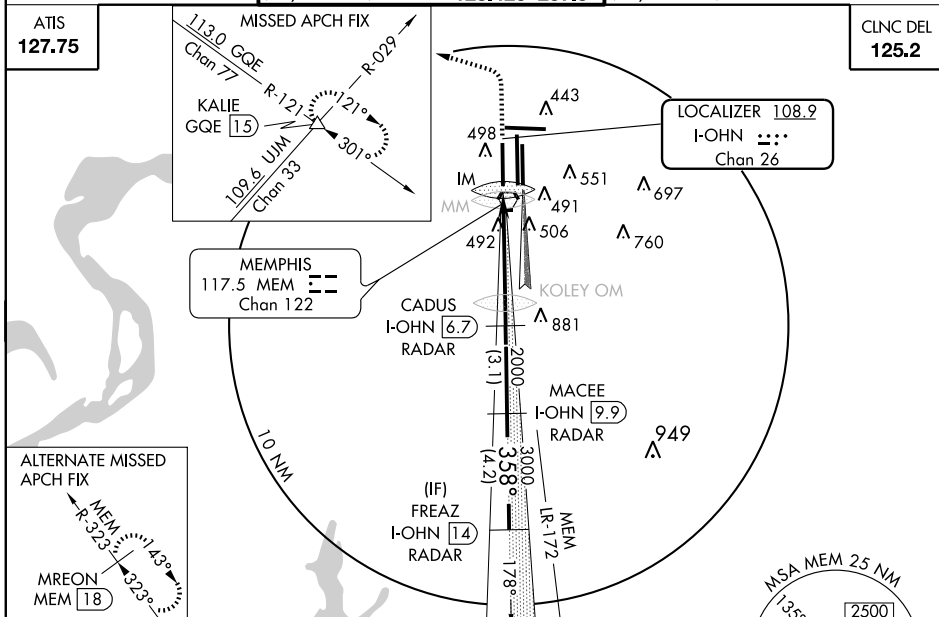
LOC/DME I-OHN <b>108.9</b> Chan <b>26</b>	APP CRS <b>358°</b>	Rwy Idg TDZE Apt Elev	<b>9320</b> <b>321</b> <b>341</b>
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## ILS RWY 36L (CAT III)

MEMPHIS INTL (MEM)

<b>Simultaneous approach authorized with runway 36R.</b> <b>DME or RADAR REQUIRED.</b>	<b>ALSIF-2</b> 	<b>MISSED APPROACH:</b> Climb to 1000 then climbing left turn to 5000 via heading 330° and GQE VOR/DME R-121 to KALIE Int/GQE 15 DME and hold, continue climb-in-hold to 5000.
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MEMPHIS APP CON	MEMPHIS TOWER	GND CON
<b>119.1 291.6</b> (176° - 355°)	<b>118.3 257.8</b> (Rwy 9-27)	<b>121.0 379.2</b> (Rwy 9-27)
<b>125.8 338.3</b> (356° - 175°)	<b>119.7 257.8</b> (Rwys 18C-36C, 18L-36R)	<b>121.9 379.2</b> (Rwys 18C-36C, 18L-36R)
	<b>128.425 257.8</b> (Rwy 18R-36L)	<b>121.65 379.2</b> (Rwy 18R-36L)



1000	5000	KALIE	CADUS I-OHN 6.7	MACCEE I-OHN 9.9	FREAZ I-OHN 14
↑	HDG 330° GQE R-121	IM 428	RADAR	RADAR	RADAR
321 MSL			2000	2000	3000
			2000	3000	4000
				When assigned by ATC, intercept glidepath at 3000.	
1300'	867'	4.9 NM	3.1 NM	4.2 NM	
CATEGORY	A	B	C	D	
S-ILS 36L		CAT IIIA	RVR 07		
S-ILS 36L		CAT IIIB	RVR 03		
S-ILS 36L		CAT IIIC	NA		

**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

LOC/DME I-MYO <b>111.35</b> Chan <b>50 (Y)</b>	APP CRS <b>358°</b>	Rwy Idg TDZE Apt Elev	<b>9000</b> <b>335</b> <b>341</b>
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## ILS RWY 36R (CAT II)

MEMPHIS INTL (MEM)

Simultaneous approach authorized with Rwy 36L.  
DME or RADAR REQUIRED.

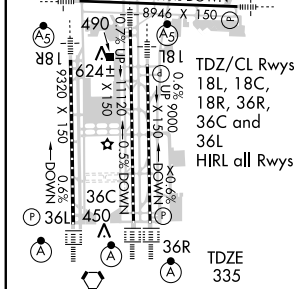
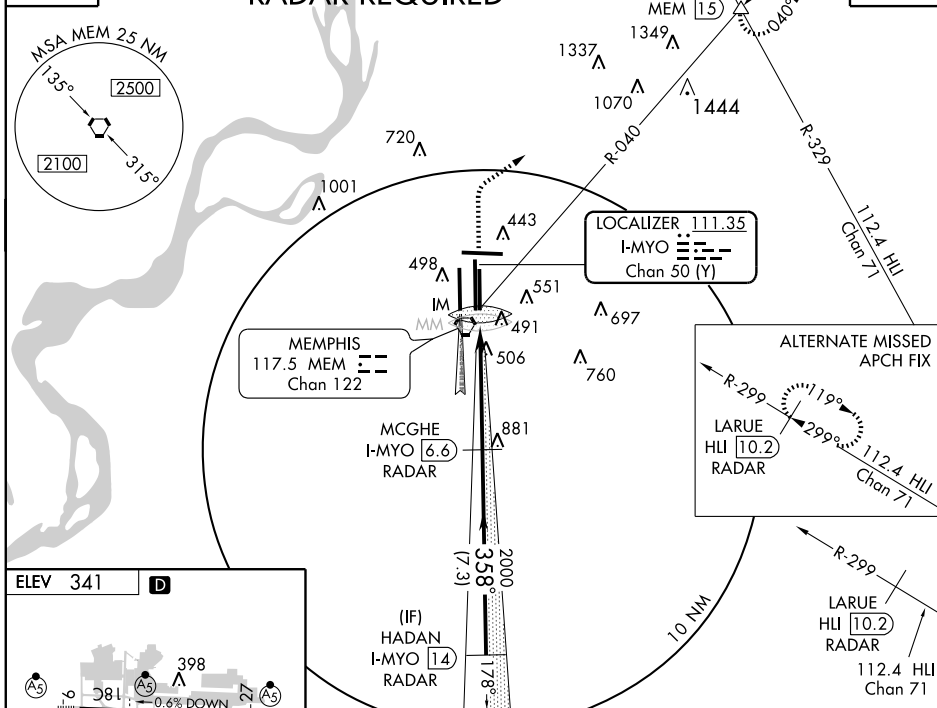
ALSF-2



MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU Int/MEM 15 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON	MEMPHIS TOWER	GND CON
<b>119.1 291.6</b> (176°-355°)	(Rwy 9-27) <b>118.3 257.8</b>	(Rwy 9-27) <b>121.0 379.2</b>
<b>125.8 338.3</b> (356°-175°)	(Rwys 18C-36C, 18L-36R) <b>119.7 257.8</b>	(Rwys 18C-36C, 18L-36R) <b>121.9 379.2</b>
	(Rwy 18R-36L) <b>128.425 257.8</b>	(Rwy 18R-36L) <b>121.65 379.2</b>

ATIS <b>127.75</b>	<b>RADAR REQUIRED</b>	CLNC DEL <b>125.2</b>
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1000 ↑	5000 ↘	MEM R-040 117.5	OROCU	MC GHE I-MYO 6.6 RADAR	HADAN I-MYO 14 RADAR
VGSI and ILS glidepath not coincident.					
DH RA 109					
335 MSL					
358°					
2000					
3000					
GS 3.00° TCH 58					
CATEGORY	A	B	C	D	
S-ILS 36R	435/12 100 RA 109				

**CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**

LOC/DME I-MYO <b>111.35</b> Chan <b>50 (Y)</b>	APP CRS <b>358°</b>	Rwy Idg TDZE Apt Elev <b>9000</b> <b>335</b> <b>341</b>
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# ILS RWY 36R (CAT III)

## MEMPHIS INTL (MEM)

**Simultaneous approach authorized with Rwy 36L.**  
**DME or RADAR REQUIRED.**

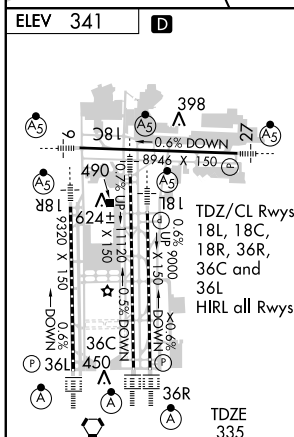
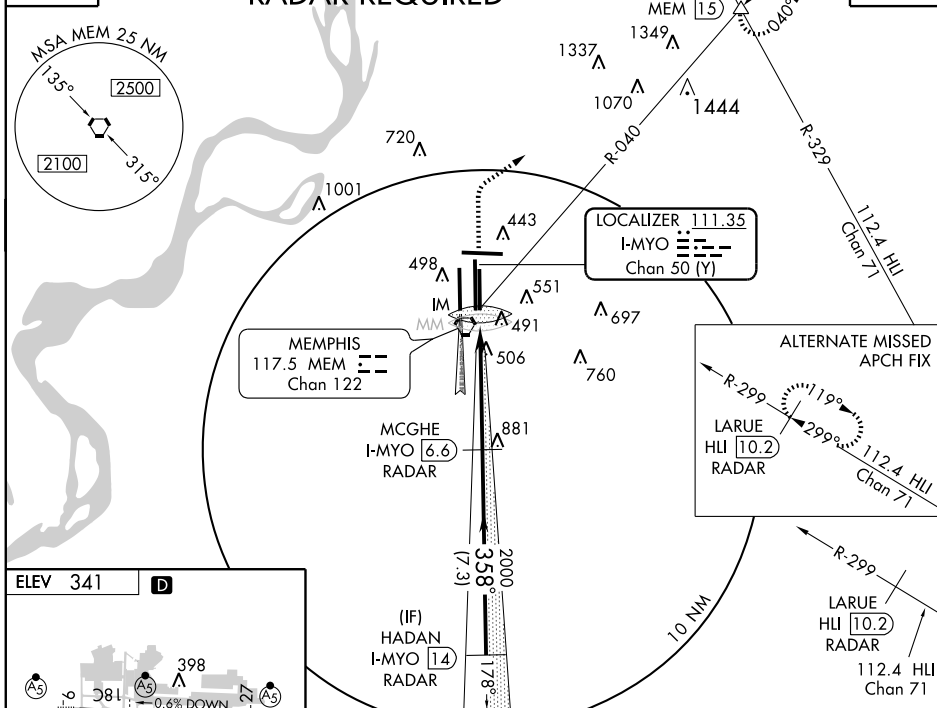
ALSF-2



**MISSED APPROACH:** Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU Int/MEM 15 DME and hold, continue climb-in-hold to 5000.

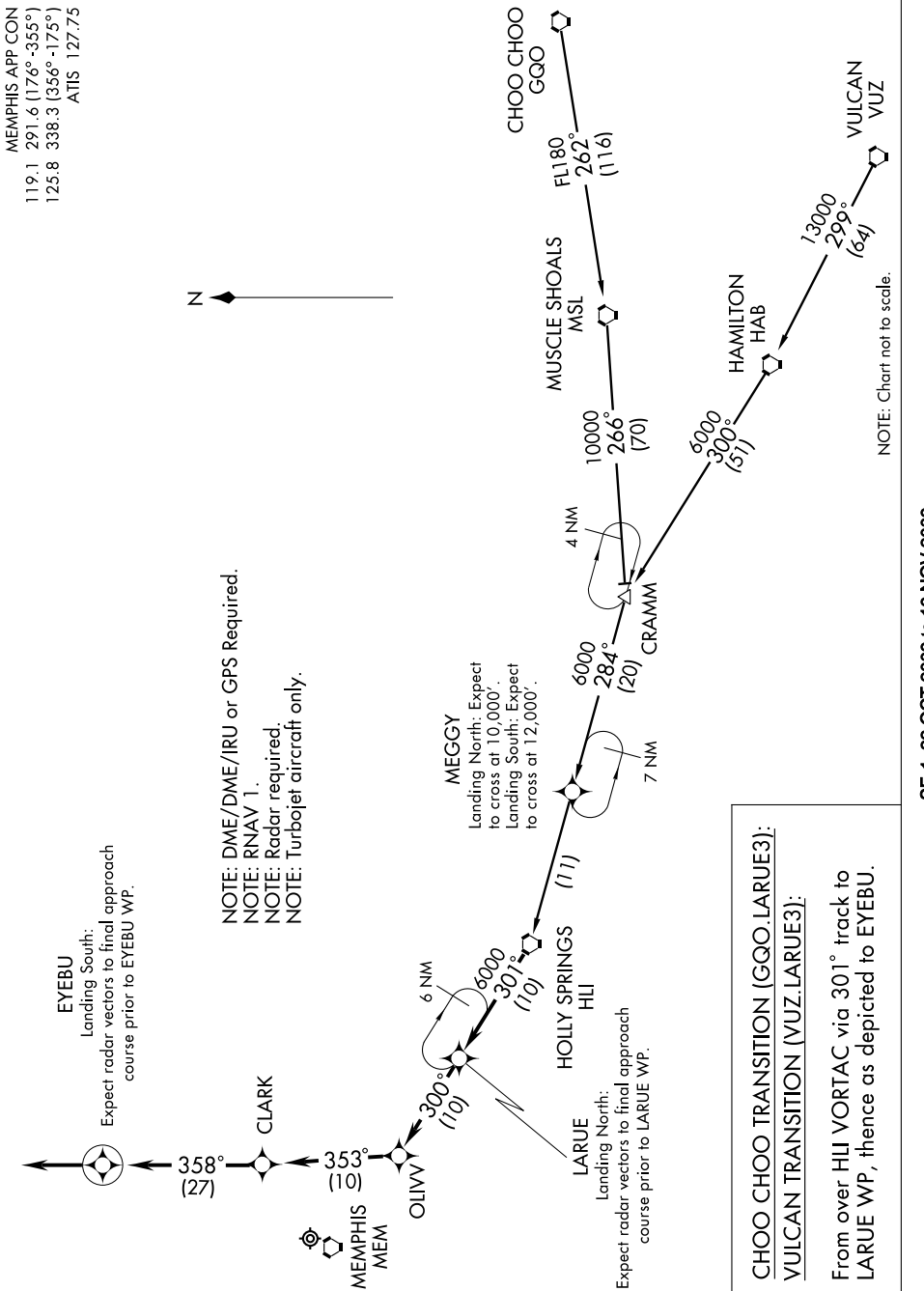
MEMPHIS APP CON	MEMPHIS TOWER	GND CON
<b>119.1 291.6</b> (176°-355°)	(Rwy 9-27) <b>118.3 257.8</b>	(Rwy 9-27) <b>121.0 379.2</b>
<b>125.8 338.3</b> (356°-175°)	(Rwys 18C-36C, 18L-36R) <b>119.7 257.8</b>	(Rwys 18C-36C, 18L-36R) <b>121.9 379.2</b>
	(Rwy 18R-36L) <b>128.425 257.8</b>	(Rwy 18R-36L) <b>121.65 379.2</b>

ATIS <b>127.75</b>	<b>RADAR REQUIRED</b>	CLNC DEL <b>125.2</b>
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1000	5000	MEM R-040 117.5	OROCU	MCGHE I-MYO 6.6 RADAR 2000	HADAN I-MYO 14 RADAR 3000
↑	↻	HDG 070°			
335 MSL	437	2000	358°	2000	3000
1131'	844'	4.8 NM	7.3 NM		
CATEGORY	A	B	C	D	
S-ILS 36R		CAT IIIa	RVR07		
S-ILS 36R		CAT IIIb	RVR03		
S-ILS 36R		CAT IIIc	NA		

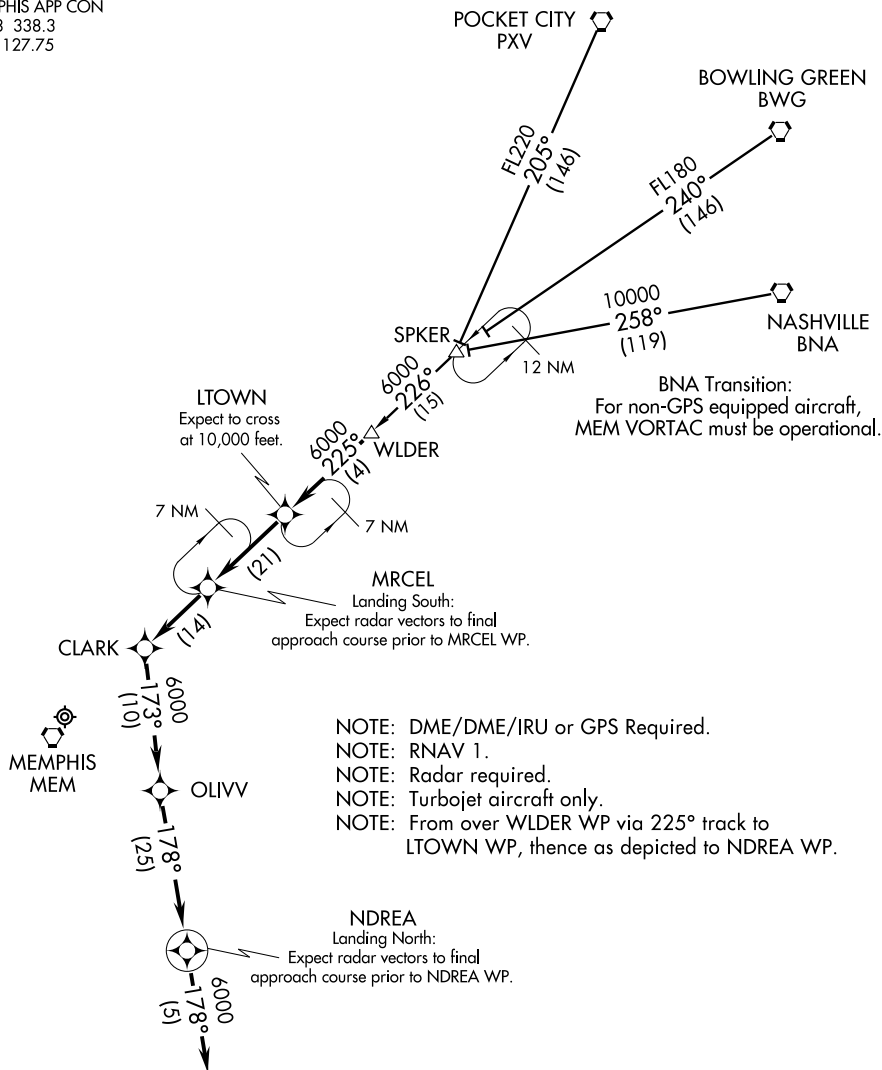
**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**



(LTOWN.LTOWN4) 08269 ST-253 (FAA)  
LTOWN FOUR ARRIVAL (RNAV)

MEMPHIS INTL  
MEMPHIS, TENNESSEE

MEMPHIS APP CON  
125.8 338.3  
ATIS 127.75



NOTE: Chart not to scale.

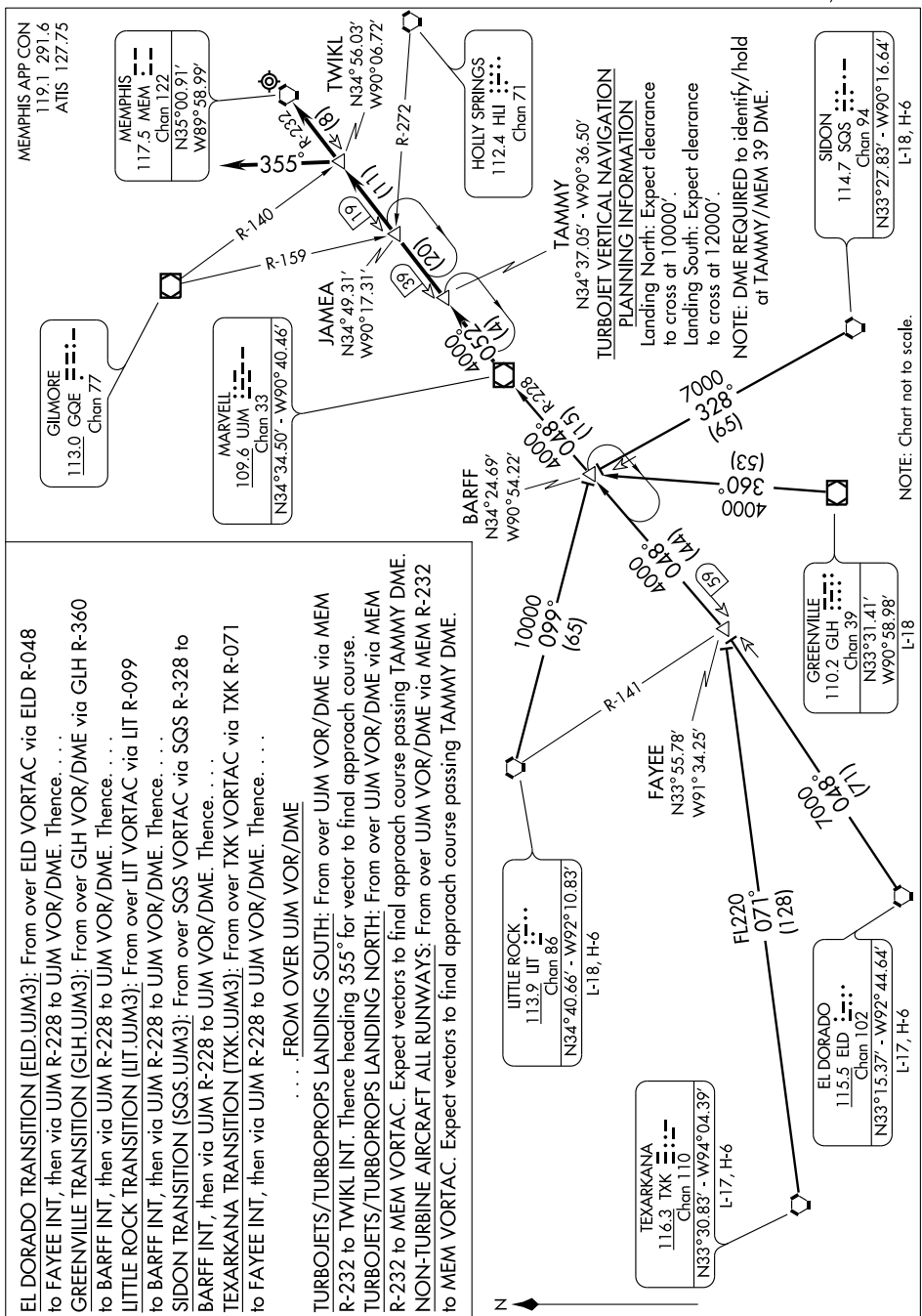
BOWLING GREEN TRANSITION (BWG.LTOWN4):

NASHVILLE TRANSITION (BNA.LTOWN4):

POCKET CITY TRANSITION (PXV.LTOWN4):

From over WLDER WP via 225° track to Ltown WP then via 225° track to MRCEL WP then via 225° track to CLARK WP then via 173° track to OLIVV WP then via 178° track to NDREA WP then via 178° heading. Expect radar vectors.



EL DORADO TRANSITION (ELD.UJM3): From over ELD VORTAC via ELD R-048 to FAYEE INT, then via UJM R-228 to UJM VOR/DME. Thence. . . .  
GREENVILLE TRANSITION (GLH.UJM3): From over GLH VOR/DME via GLH R-360 to BARFF INT, then via UJM R-228 to UJM VOR/DME. Thence. . . .  
LITTLE ROCK TRANSITION (LT.UJM3): From over LT VORTAC via LT R-099 to BARFF INT, then via UJM R-228 to UJM VOR/DME. Thence. . . .  
SIDON TRANSITION (SQS.UJM3): From over SQS VORTAC via SQS R-328 to BARFF INT, then via UJM R-228 to UJM VOR/DME. Thence. . . .  
TEXARKANA TRANSITION (TXK.UJM3): From over TXK VORTAC via TXK R-071 to FAYEE INT, then via UJM R-228 to UJM VOR/DME. Thence. . . .  
 . . . . FROM OVER UJM VOR/DME  
TURBOJETS/TURBOPROPS LANDING SOUTH: From over UJM VOR/DME via MEM R-232 to TWIKL INT. Thence heading 355° for vector to final approach course.  
TURBOJETS/TURBOPROPS LANDING NORTH: From over UJM VOR/DME via MEM R-232 to MEM VORTAC. Expect vectors to final approach course passing TAMMY DME.  
NON-TURBINE AIRCRAFT ALL RUNWAYS: From over UJM VOR/DME via MEM R-232 to MEM VORTAC. Expect vectors to final approach course passing TAMMY DME.

MEMPHIS APP CON  
119.1 291.6  
ATIS 127.75

GILMORE  
113.0 GQE  
Chan 77

MEMPHIS  
117.5 MEM  
Chan 122  
N35°00.91' W89°58.99'

MARVELL  
109.6 UJM  
Chan 33  
N34°34.50' - W90°40.46'

JAMEA  
N34°49.31' W90°17.31'

TWIKL  
N34°56.03' W90°06.72'

HOLLY SPRINGS  
112.4 HU  
Chan 71

TAMMY  
N34°37.05' - W90°36.50'

BARFF  
N34°24.69' W90°54.22'

FAYEE  
N33°55.78' W91°34.25'

LITTLE ROCK  
113.9 LT  
Chan 86  
N34°40.66' - W92°10.83'

TEXARKANA  
116.3 TKX  
Chan 110  
N33°30.83' - W94°04.39'

EL DORADO  
115.5 ELD  
Chan 102  
N33°15.37' - W92°44.64'

GREENVILLE  
110.2 GH  
Chan 39  
N33°31.41' W90°58.98'

SIDON  
114.7 SOS  
Chan 94  
N33°27.83' - W90°16.64'

MEMPHIS APP CON  
119.1 291.6  
ATIS 127.75

GILMORE  
113.0 GQE  
Chan 77

MEMPHIS  
117.5 MEM  
Chan 122  
N35°00.91' W89°58.99'

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MEMPHIS APP CON  
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ATIS 127.75

GILMORE  
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MEMPHIS  
117.5 MEM  
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N35°00.91' W89°58.99'

MARVELL  
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N34°34.50' - W90°40.46'

JAMEA  
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N34°56.03' W90°06.72'

HOLLY SPRINGS  
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N34°37.05' - W90°36.50'

BARFF  
N34°24.69' W90°54.22'

FAYEE  
N33°55.78' W91°34.25'

LITTLE ROCK  
113.9 LT  
Chan 86  
N34°40.66' - W92°10.83'

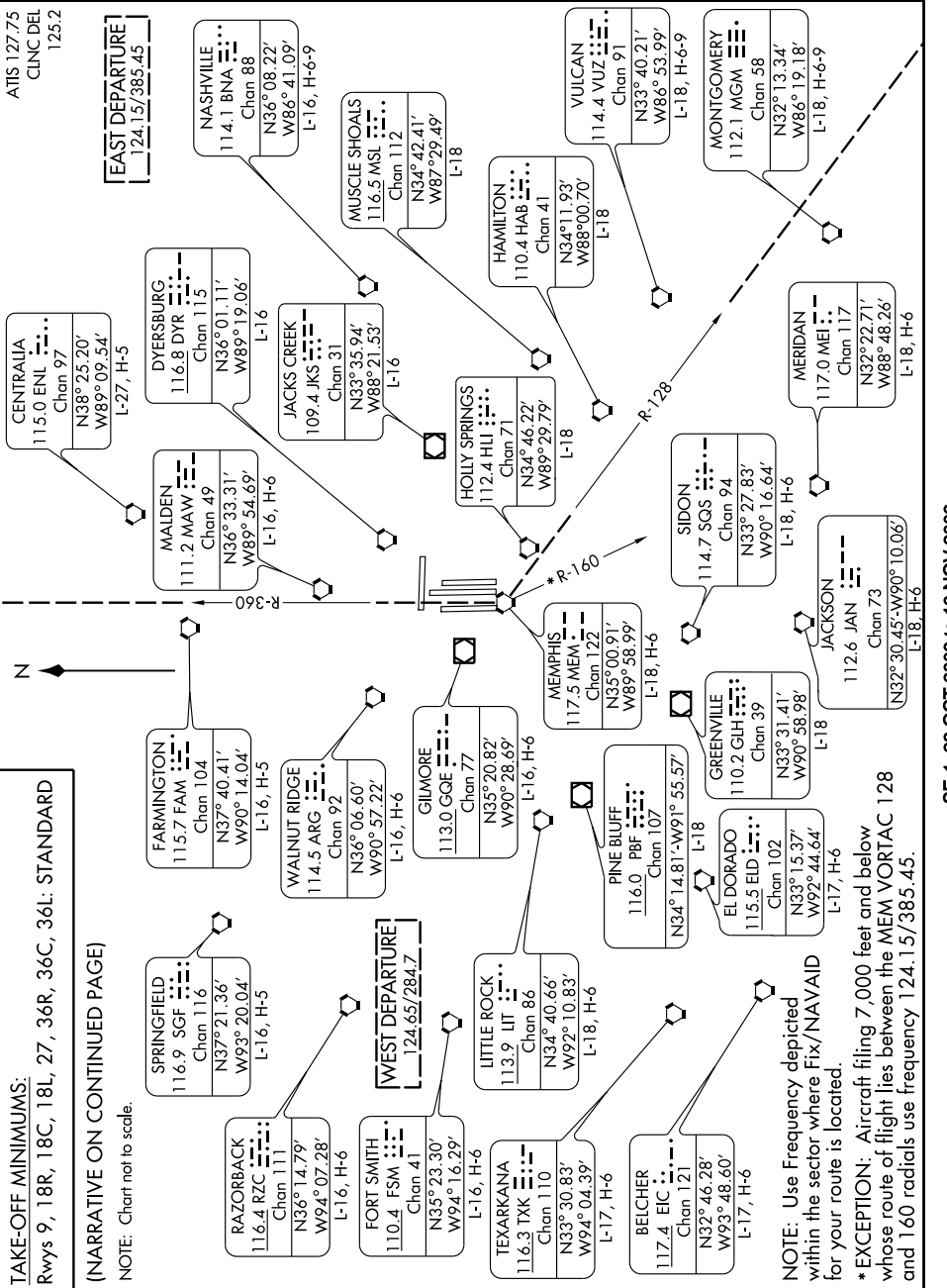
TEXARKANA  
116.3 TKX  
Chan 110  
N33°30.83' - W94°04.39'

EL DORADO  
115.5 ELD  
Chan 102  
N33°15.37' - W92°44.64'

GREENVILLE  
110.2 GH  
Chan 39  
N33°31.41' W90°58.98'

SIDON  
114.7 SOS  
Chan 94  
N33°27.83' - W90°16.64'

SE-1, 22 OCT 2009 to 19 NOV 2009





## DEPARTURE DESCRIPTION

Cleared as filed. Climb via runway heading or as assigned for vectors to join filed route. Make no turns before leaving 700 feet.

TURBOJET AIRCRAFT: Maintain 5,000 feet or assigned altitude.

PROPELLER AIRCRAFT: Maintain 3,000 feet or assigned altitude.

Expect clearance to requested altitude/flight level ten minutes after departure.

## TAKEOFF OBSTACLE NOTES

## RUNWAY 9:

Tree 2972 feet from DER, 1145 feet left of centerline, 80 feet AGL/390 feet MSL.

Pole 1526 feet from DER, 799 feet left of centerline, 52 feet AGL/342 feet MSL.

Tree 2802 feet from DER, 954 feet left of centerline, 63 feet AGL/373 feet MSL.

## RUNWAY 18R:

Trees beginning 1552 feet from DER, 789 feet right of centerline, up to 96 feet AGL/420 feet MSL. Trees beginning 2619 feet from DER, 1011 feet left of centerline, up to 102 feet AGL/452 feet MSL. VORTAC 3255 feet from DER, 1046 feet left of centerline, 47 feet AGL/407 feet MSL. POLE 3305 feet from DER, 1019 feet left of centerline, 52 feet AGL/412 feet MSL.

## RUNWAY 18C:

Trees beginning 1704 feet from DER, 507 feet right of centerline, up to 108 feet AGL/435 feet MSL. Tree 2786 feet from DER, 287 feet left of centerline, 94 feet AGL/413 feet MSL.

## RUNWAY 18L:

Multiple trees beginning 1265 feet from DER, 601 feet left of centerline, up to 105 feet AGL/419 feet MSL. Multiple trees beginning 2690 feet from DER, 224 feet right of centerline, up to 104 feet AGL/413 feet MSL.

## RUNWAY 27:

Tree 805 feet from DER, 682 feet right of centerline, 90 feet AGL/324 feet MSL.

Antenna 5502 feet from DER, 1498 feet left of centerline, 143 feet AGL/407 feet MSL.

Tree 4236 feet from DER, 1382 feet left of centerline, 133 feet AGL/361 feet MSL.

## RUNWAY 36C:

Pole 1994 feet from DER, 928 feet right of centerline, 65 feet AGL/336 feet MSL.

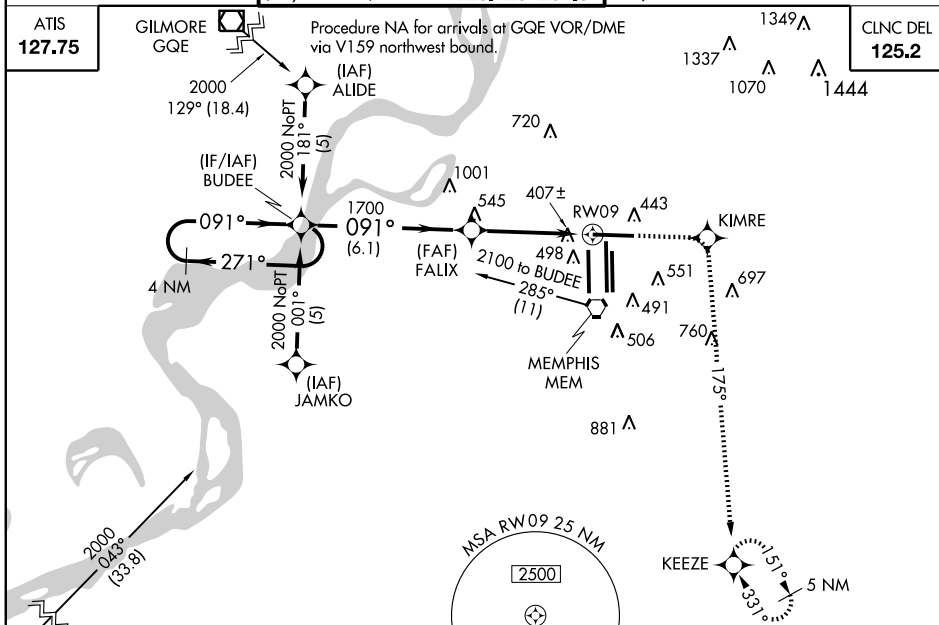
WAAS CH <b>63106</b> <b>W09A</b>	APP CRS <b>091°</b>	Rwy Idg TDZE Apt Elev	<b>8946</b> <b>259</b> <b>341</b>
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# RNAV (GPS) RWY 9

MEMPHIS INTL (MEM)

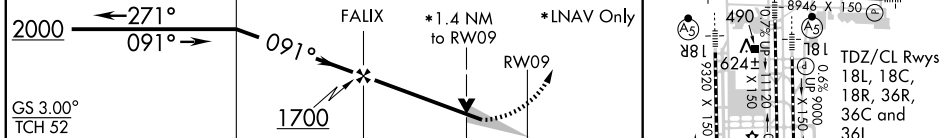
<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). For inoperative MALSR, increase LPV all Cats. visibility to RVR 5000. DME/DME RNP-0.3 NA.</p>	<p>MALSR AS</p>	<p>MISSED APPROACH: Climb to 5000 direct KIMRE and via 175° track to KEEZE and hold, continue climb-in-hold to 5000.</p>
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MEMPHIS APP CON	MEMPHIS TOWER	GND CON
<b>119.1 291.6</b> (176°- 355°)	(Rwy 9-27) <b>118.3 257.8</b>	(Rwy 9-27) <b>121.0 379.2</b>
<b>125.8 338.3</b> (356°- 175°)	(Rwys 18C-36C, 18L-36R) <b>119.7 257.8</b>	(Rwys 18C-36C, 18L-36R) <b>121.9 379.2</b>
	(Rwy 18R-36L) <b>128.425 257.8</b>	(Rwy 18R-36L) <b>121.65 379.2</b>

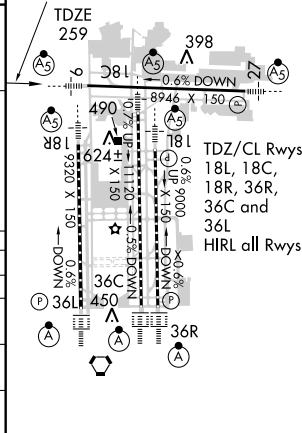


ELEV <b>341</b>	<b>D</b>
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4 NM Holding Pattern	BUDEE	5000	KIMRE	175° TRK	KEEZE
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CATEGORY	A	B	C	D
LPV DA	557/24 298 (300-½)			
LNAV/VNAV DA	751/60 492 (500-1¼)			
LNAV MDA	740/24 481 (400-½)	740/40 481 (400-¾)	740/50 481 (400-1)	
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)





MISSED APPROACH: Climb to 3000  
direct LAURI and hold.

	GND CON		
(Rwy 9-27)		121.0	379.2
(Rwys 18C-36C, 18L-36R)		121.9	379.2
(Rwy 18R-36L)		121.65	379.2

CLNC DEL  
**125.2**

Procedure NA for arrivals on HLI VORTAC airway radials 222 CW 303.

(IAF) WAFO 3000 NoPT 080° (7.6)

(IF/IAF) NESBT 358° 178° 358° 6 NM

(IAF) IHTEM 3000 NoPT 277° (7.1)

3000 277° (16.7)

HOLLY SPRINGS HI

**D**

LAURI

RW36C  
14[illegible]

WAAS CH <b>65907</b> <b>W36A</b>	APP CRS <b>358°</b>	Rwy Idg TDZE Apt Elev	<b>9320</b> <b>321</b> <b>341</b>
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## RNAV (GPS) RWY 36L

MEMPHIS INTL(MEM)

For inoperative ALSF, increase LPV all Cats visibility to RVR 6000. **T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

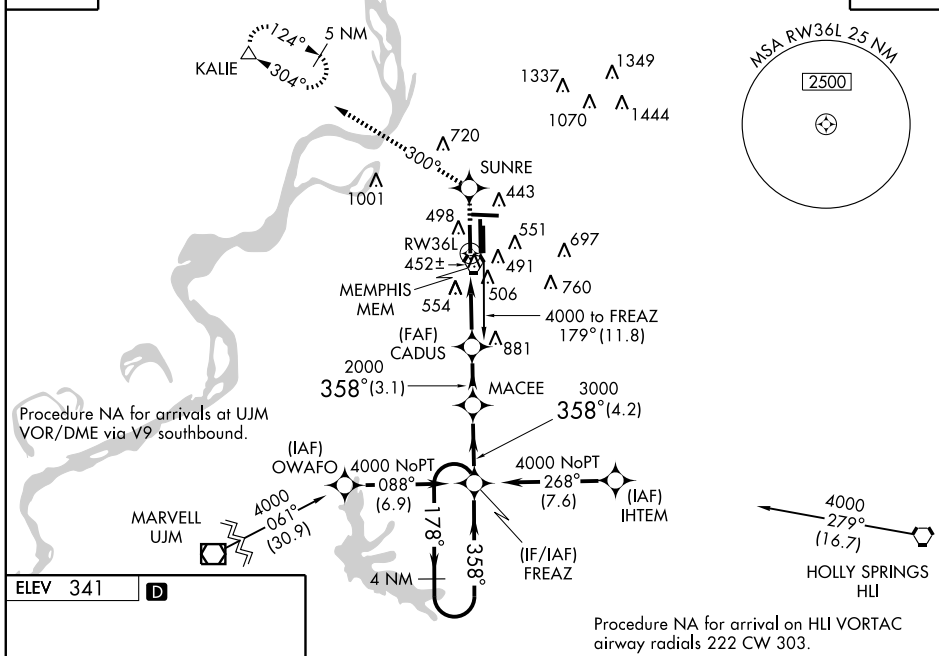
ALSF-2



**MISSED APPROACH:** Climb to 5000 direct SUNRE and via 300° track to KALIE and hold, continue climb-in-hold to 5000.

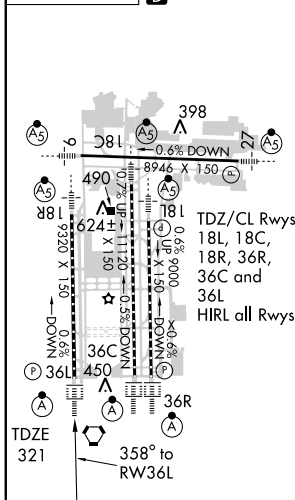
MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
<b>119.1</b>	<b>291.6</b> (176° - 355°)	(Rwy 9-27)	<b>118.3</b>	<b>257.8</b>	(Rwy 9-27) <b>121.0 379.2</b>
		(Rwys 18C-36C, 18L-36R)	<b>119.7</b>	<b>257.8</b>	(Rwys 18C-36C, 18L-36R) <b>121.9 379.2</b>
<b>125.8</b>	<b>338.3</b> (356° - 175°)	(Rwy 18R-36L)	<b>128.425</b>	<b>257.8</b>	(Rwy 18R-36L) <b>121.65 379.2</b>

ATIS <b>127.75</b>	$\Delta$ 1449	CLNC DEL <b>125.2</b>
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ELEV 341

**D**




5000 ↑	SUNRE ✦	TRK 300°	KALIE △	4 NM Holding Pattern FREAZ		
*LNAV only.				MACEE	178° → 4000 ← 358°	
RW36L *1.2 NM to RW36L				CADUS	GS 3.00° TCH 59	
1.2				3.8 NM	3.1 NM	4.2 NM
2000				3000	358°	
				VGSI and RNAV glidepath not coincident.		
CATEGORY	A		B		C	D
LPV DA			673/40		352 (400-¾)	
LNAV/ VNAV DA			732/50		411 (400-1)	
LNAV MDA	780/24		459 (500-½)		780/40 459 (500-¾)	780/50 459 (500-1)
CIRCLING	800-1 459 (500-1)		920-1 579 (600-1)		920-1½ 579 (600-1½)	920-2 579 (600-2)

WAAS CH <b>49107</b> <b>W36D</b>	APP CRS <b>358°</b>	Rwy Idg TDZE Apt Elev	<b>9000</b> <b>335</b> <b>341</b>
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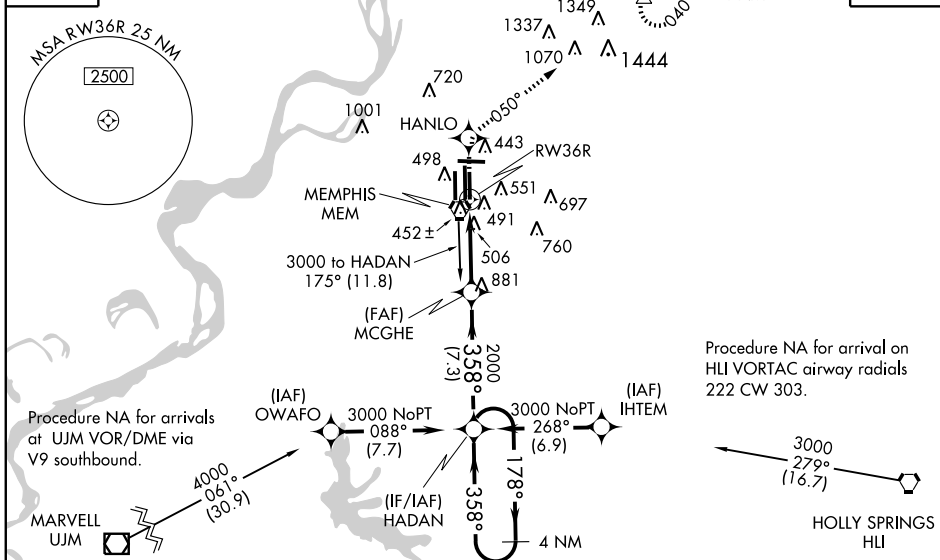
## RNAV (GPS) RWY 36R

MEMPHIS INTL (MEM)

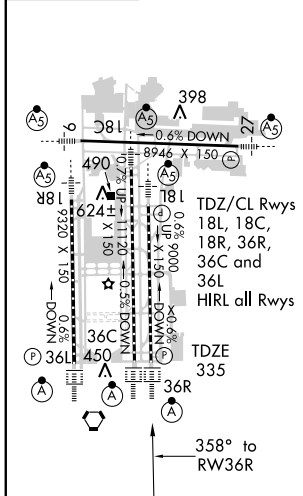
<p>For inoperative ALSF, increase LPV all Cats. visibility to RVR 5000 and LNAV Cat. D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.</p>	<p>ALSF-2</p> 	<p>MISSED APPROACH: Climb to 5000 direct HANLO and via 050° track to OROCU and hold, continue climb-in-hold to 5000.</p>
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MEMPHIS APP CON		MEMPHIS TOWER		GND CON			
<b>119.1</b>	<b>291.6</b> (176°- 355°)	(Rwy 9-27)	<b>118.3</b>	<b>257.8</b>	(Rwy 9-27)	<b>121.0</b>	<b>379.2</b>
		(Rwys 18C-36C, 18L-36R)	<b>119.7</b>	<b>257.8</b>	(Rwys 18C-36C, 18L-36R)	<b>121.9</b>	<b>379.2</b>
<b>125.8</b>	<b>338.3</b> (356°- 175°)	(Rwy 18R-36L)	<b>128.425</b>	<b>257.8</b>	(Rwy 18R-36L)	<b>121.65</b>	<b>379.2</b>

<p>ATIS <b>127.75</b></p>	 <p>OROCU 220 4 NM</p>	<p>CLNC DEL <b>125.2</b></p>
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ELEV 341	D
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5000 ↑	HANLO ✦	050° TRK	OROCU △	VGSI and RNAV glidepath not coincident.	4 NM Holding Pattern
CATEGORY	A		B	C	D
LPV DA			639/24	304 (300-½)	
RNAV/ VNAV DA			729/40	394 (400-¾)	
RNAV MDA	760/24	425 (500-½)	760/40 425 (500-¾)	760/50 425 (500-1)	
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	



WAAS CH <b>97507</b> <b>W18D</b>	APP CRS <b>178°</b>	Rwy Idg <b>11120</b> TDZE <b>290</b> Apt Elev <b>341</b>
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## RNAV (GPS) Z RWY 18C

MEMPHIS INTL (MEM)

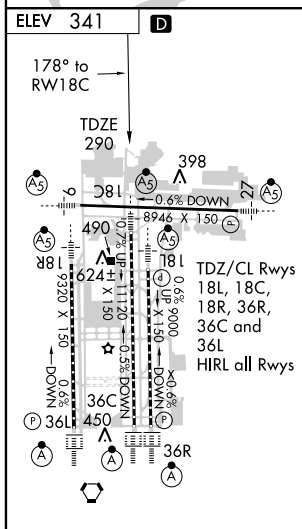
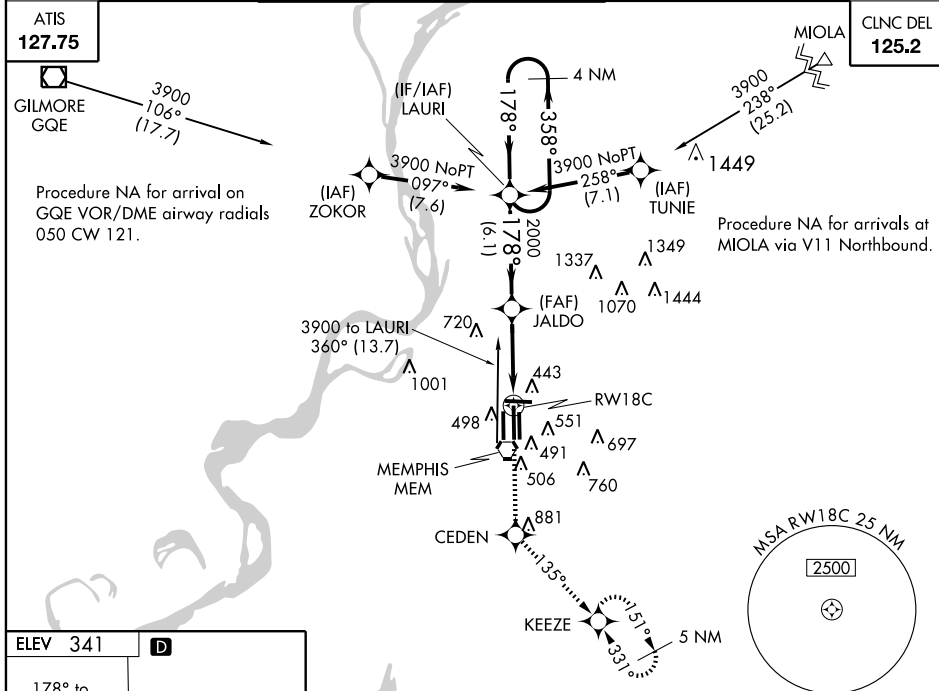
**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR



**MISSED APPROACH:** Climb to 5000 direct CEDEN and via track 135° to KEEZE and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
<b>119.1</b>	<b>291.6</b> (176° - 355°)	(Rwy 9-27)	<b>118.3</b>	<b>257.8</b>	(Rwy 9-27) <b>121.0</b> <b>379.2</b>
		(Rwys 18C-36C, 18L-36R)	<b>119.7</b>	<b>257.8</b>	(Rwys 18C-36C, 18L-36R) <b>121.9</b> <b>379.2</b>
<b>125.8</b>	<b>338.3</b> (356° - 175°)	(Rwy 18R-36L)	<b>128.425</b>	<b>257.8</b>	(Rwy 18R-36L) <b>121.65</b> <b>379.2</b>



5000 ↑	CEDEN ✧	TRK 135°	KEEZE ✧	LAURI	4 NM Holding Pattern
CATEGORY	A	B	C	D	
LPV DA	665/40 375 (400-¾)				
RNAV/ VNAV DA	741/60 451 (400-1¼)				
RNAV MDA	880/24 590 (600-½)	880/50 590 (600-1)	880/60 590 (600-1¼)		
CIRCLING	940-1 599 (600-1)	940-1½ 599 (600-1½)	940-2 599 (600-2)		

**MISSED APPROACH:** Climb to 5000 direct PENLE and via track 134° to KEEZE and hold, continue climb-in-hold to 5000.

	GND CON		
(Rwy 9-27)		<b>121.0</b>	<b>379.2</b>
(Rwys 18C-36C, 18L-36R)		<b>121.9</b>	<b>379.2</b>
(Rwy 18R-36L)		<b>121.65</b>	<b>379.2</b>

Procedure NA for arrivals  
at MIOLA via V11  
Northbound.

5000  
↑

PENLE

TRK  
134°

KEEZE

VGSI and RNAV glidepath  
not coincident.

REISE

5 NM  
Holding Pattern

\*LNAV only.

\*1.7 NM to  
RW18L

RONEE  
2000

358° →  
← 178°

4400

RW18L

1.7 NM

3.5 NM

7.7 NM

GS 3.00°  
TCH 60



## RNAV (RNP) X RWY 18L

MEMPHIS INTL (MEM)

APP CRS	Rwy Idg	<b>9000</b>
<b>178°</b>	TDZE	<b>301</b>
	Apt Elev	<b>341</b>

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118 °F). For inoperative MALSR, increase RNP 0.11 all Cats. visibility to RVR 6000. Missed approach requires RNP less than 1.0.

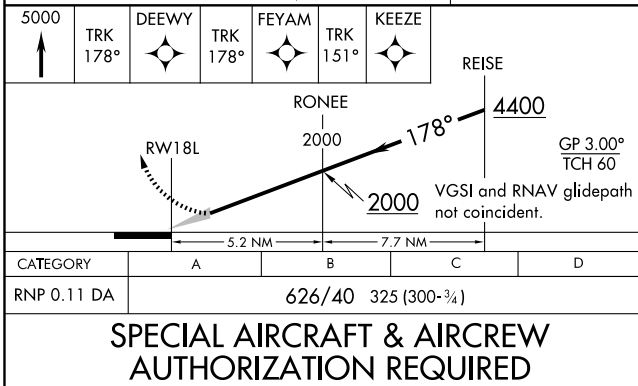
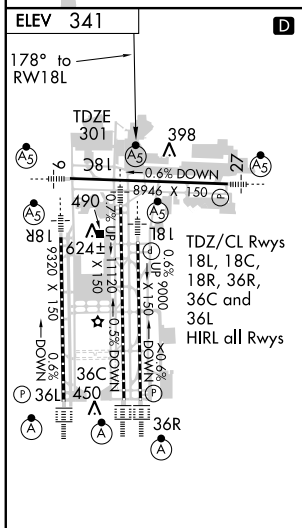
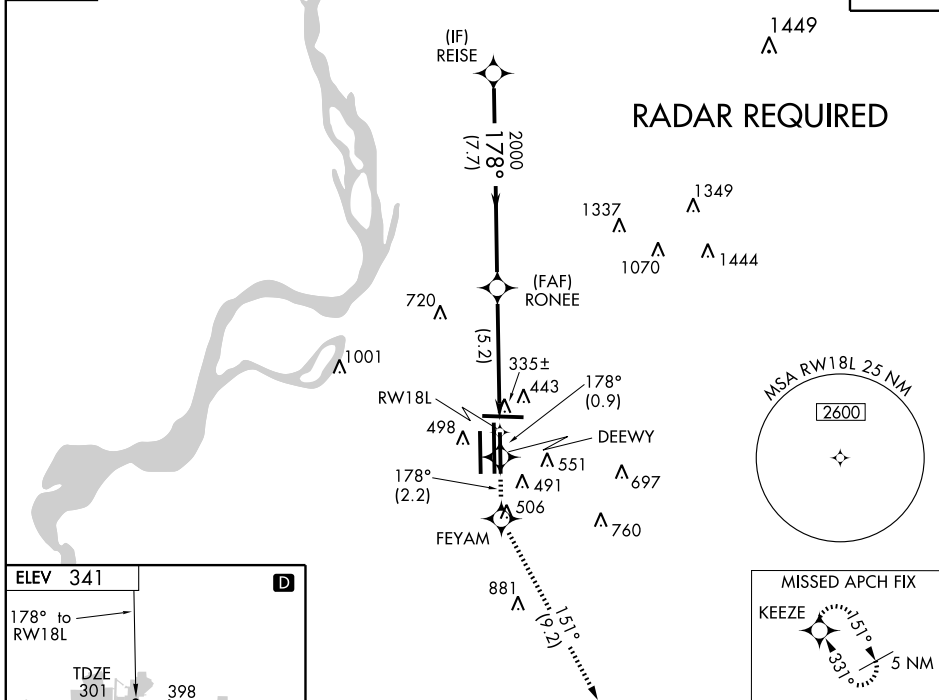
MALSR



MISSED APPROACH: Climb to 5000 via track 178° to DEEWY and via track 178° to FEYAM and via track 151° to KEEZE and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON	MEMPHIS TOWER	GND CON
<b>119.1 291.6</b> (176° - 355°)	(Rwy 9-27) <b>118.3 257.8</b>	(Rwy 9-27) <b>121.0 379.2</b>
<b>125.8 338.3</b> (356° - 175°)	(Rwys 18C-36C, 18L-36R) <b>119.7 257.8</b>	(Rwys 18C-36C, 18L-36R) <b>121.9 379.2</b>
	(Rwy 18R-36L) <b>128.425 257.8</b>	(Rwy 18R-36L) <b>121.65 379.2</b>

ATIS	CLNC DEL
<b>127.75</b>	<b>125.2</b>



## RNAV (RNP) X RWY 18R

MEMPHIS INTL (MEM)

**GPS Required.** Missed approach requires RNP less than 1.0.  
For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118°F). For inoperative MALSR, increase RNP 0.14 all Cats. visibility to RVR 5000.

MALSR



**MISSED APPROACH:** Climb to 5000 via track 178° to ZUPIN and via track 178° to HARUB and via track 221° to JEPOB and hold.

MEMPHIS APP CON  
**119.1 291.6** (176° - 355°)  
**125.8 338.3** (356° - 175°)

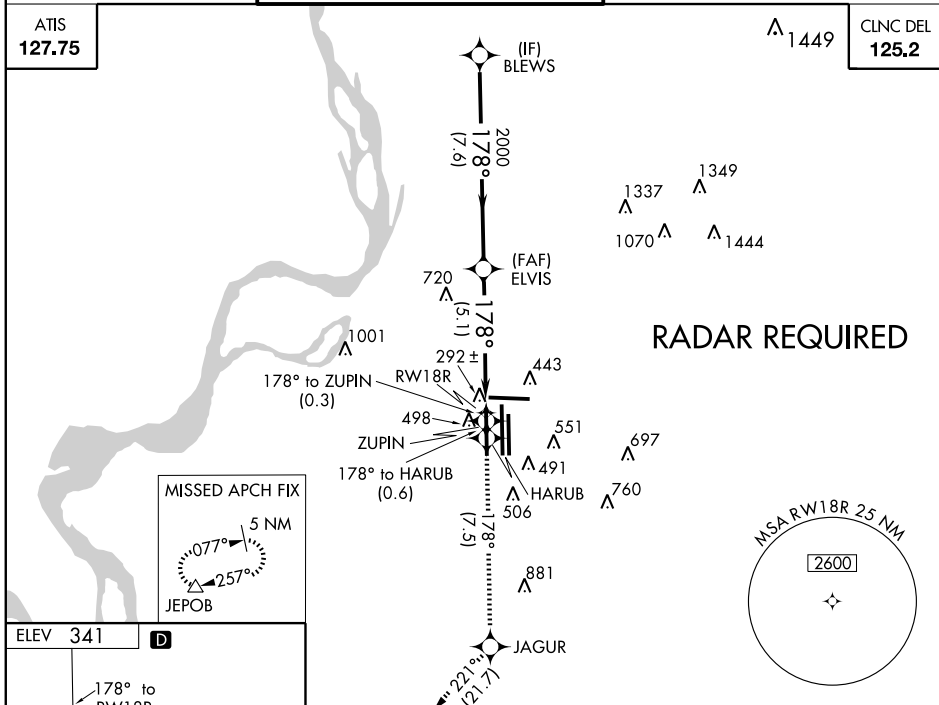
MEMPHIS TOWER  
(Rwy 9-27) **118.3 257.8**  
(Rwys 18C-36C, 18L-36R) **119.7 257.8**  
(Rwy 18R-36L) **128.425 257.8**

GND CON  
(Rwy 9-27) **121.0 379.2**  
(Rwys 18C-36C, 18L-36R) **121.9 379.2**  
(Rwy 18R-36L) **121.65 379.2**

ATIS  
**127.75**

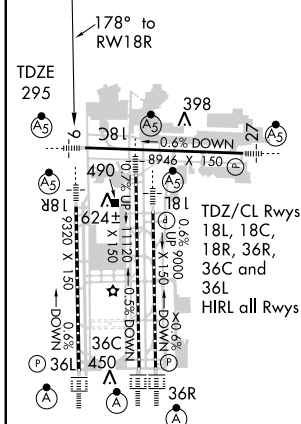
△ 1449

CLNC DEL  
**125.2**



ELEV **341**

**D**



5000	trk 178°	ZUPIN	trk 178°	HARUB	trk 178°	JAGUR	trk 221°	JEPOB
------	----------	-------	----------	-------	----------	-------	----------	-------

BLEWS				4400				GP 3.00° TCH 52			
RW18R				2000				2000			
5.1 NM				7.6 NM							
CATEGORY	A			B			C			D	
RNP 0.14 DA	562/24			267 (300-½)							

**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**

## RNAV (RNP) Y RWY 18C

MEMPHIS INTL (MEM)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -9°C (15°F) or above 48°C (118°F). \* Missed approach requires minimum climb of 400 feet per NM to 1000.  
For inoperative MALSR, increase RNP 0.30 \* all Cats. visibility to RVR 6000 and RNP 0.30 all Cats. visibility to 1½.

MALSR



MISSED APPROACH: Climb to 5000 via track 178° to CEDEN and via track 135° to KEEZE and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON  
**119.1 291.6** (176° - 355°)  
**125.8 338.3** (356° - 175°)

MEMPHIS TOWER

(Rwy 9-27) **118.3 257.8**  
(Rwys 18C-36C, 18L-36R) **119.7 257.8**  
(Rwy 18R-36L) **128.425 257.8**

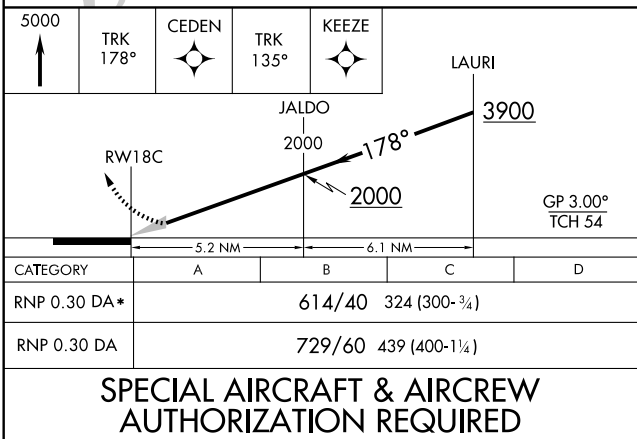
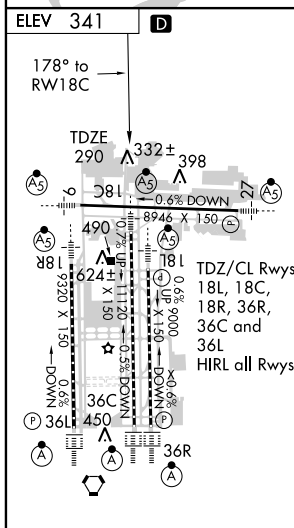
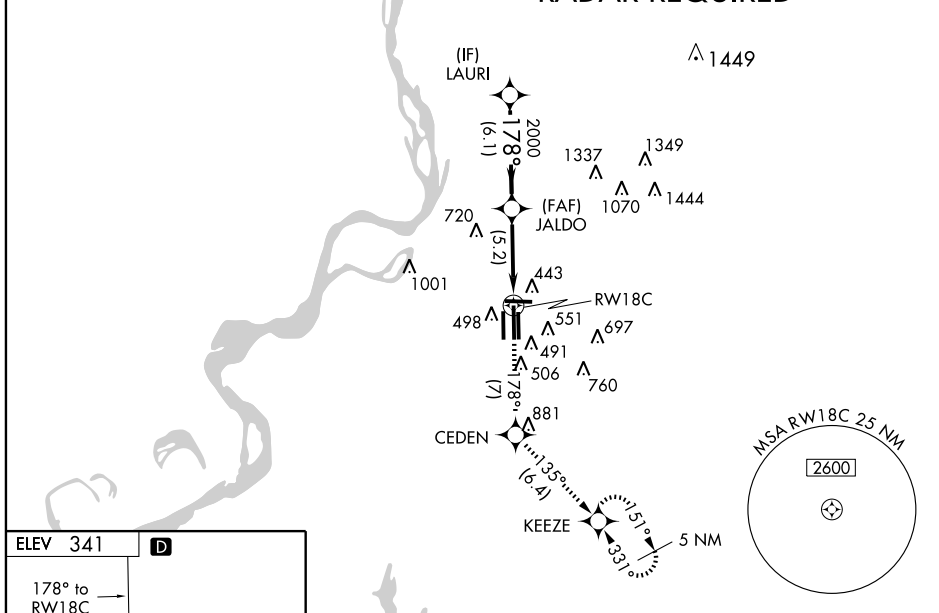
GND CON

(Rwy 9-27) **121.0 379.2**  
(Rwys 18C-36C, 18L-36R) **121.9 379.2**  
(Rwy 18R-36L) **121.65 379.2**

ATIS  
**127.75**

CLNC DEL  
**125.2**

## RADAR REQUIRED




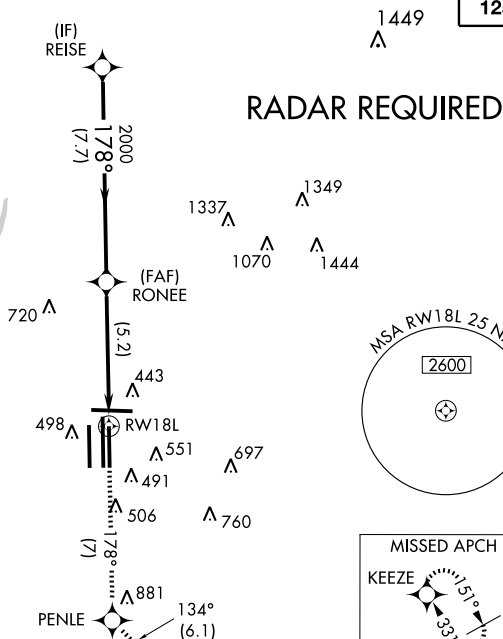
MEMPHIS INTL (MEM)

A5

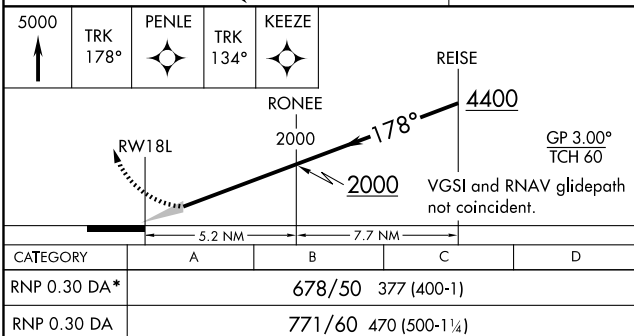
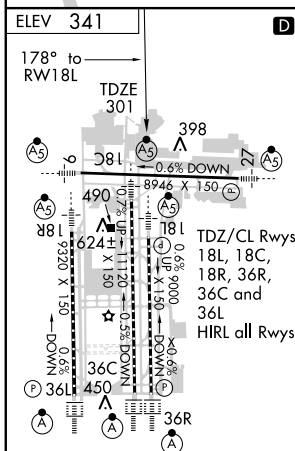
**MISSED APPROACH:** Climb to 5000 via track 178° to PENLE and via track 134° to KEEZE and hold, continue climb-in-hold to 5000.

(Rwy 9-27)	<b>121.0</b>	<b>379.2</b>
(Rwys 18C-36C, 18L-36R)	<b>121.9</b>	<b>379.2</b>
(Rwy 18R-36L)	<b>121.65</b>	<b>379.2</b>

CLNC DEL  
**125.2**



MISSED APCH FIX



**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**

## RNAV (RNP) Y RWY 18R

MEMPHIS INTL (MEM)

APP CRS	Rwy Idg	<b>9127</b>
<b>178°</b>	TDZE	<b>295</b>
	Apt Elev	<b>341</b>

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118°F). For inoperative MALSR, increase RNP 0.19\* all Cats. visibility to RVR 6000 mile, RNP 0.30\*\* all Cats. visibility to 1½ mile and RNP 0.30 all Cats. visibility to 1¼.

\* Missed approach requires minimum climb of 425 feet per NM to 1000.

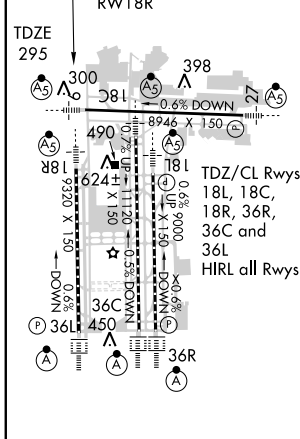
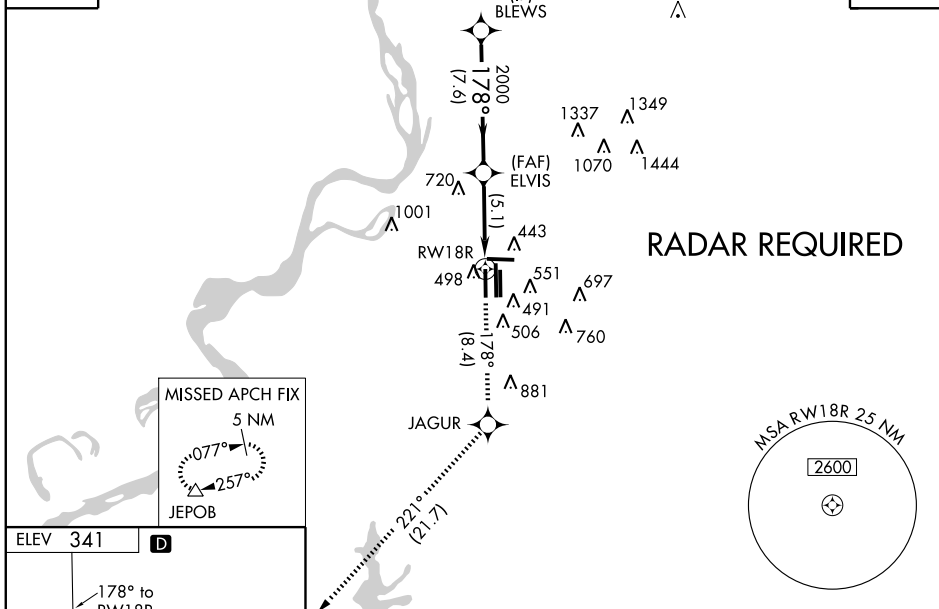
\*\* Missed approach requires minimum climb of 360 feet per NM to 1000.



MISSED APPROACH: Climb to 5000 via track 178° to JAGUR and via track 221° to JEPOB and hold.

MEMPHIS APP CON	MEMPHIS TOWER	GND CON
<b>119.1 291.6</b> (176° - 355°)	(Rwy 9-27) <b>118.3 257.8</b>	(Rwy 9-27) <b>121.0 379.2</b>
<b>125.8 338.3</b> (356° - 175°)	(Rwys 18C-36C, 18L-36R) <b>119.7 257.8</b>	(Rwys 18C-36C, 18L-36R) <b>121.9 379.2</b>
	(Rwy 18R-36L) <b>128.425 257.8</b>	(Rwy 18R-36L) <b>121.65 379.2</b>

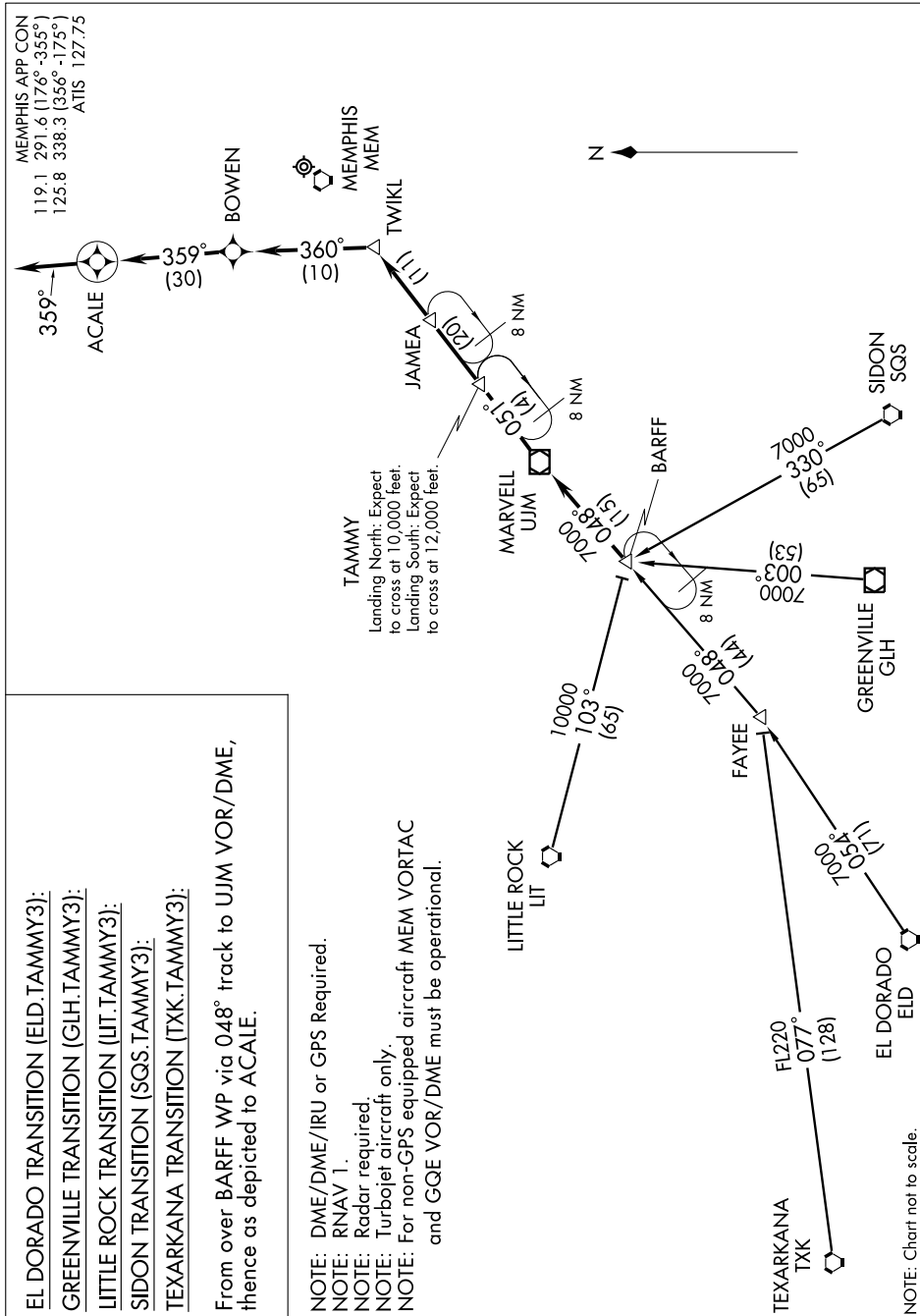
ATIS <b>127.75</b>	CNLC DEL <b>125.2</b>
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5000	TRK 178°	JAGUR	TRK 221°	JEPOB	BLEWS
					4400
					2000
					2000
					5.1 NM
					7.6 NM
CATEGORY	A	B	C	D	
RNP 0.19* DA		641/40	346 (300-¾)		
RNP 0.30** DA		689/50	394 (400-1)		
RNP 0.30 DA		769/60	474 (500-1¼)		
SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED					



## TAMMY THREE ARRIVAL (RNAV)

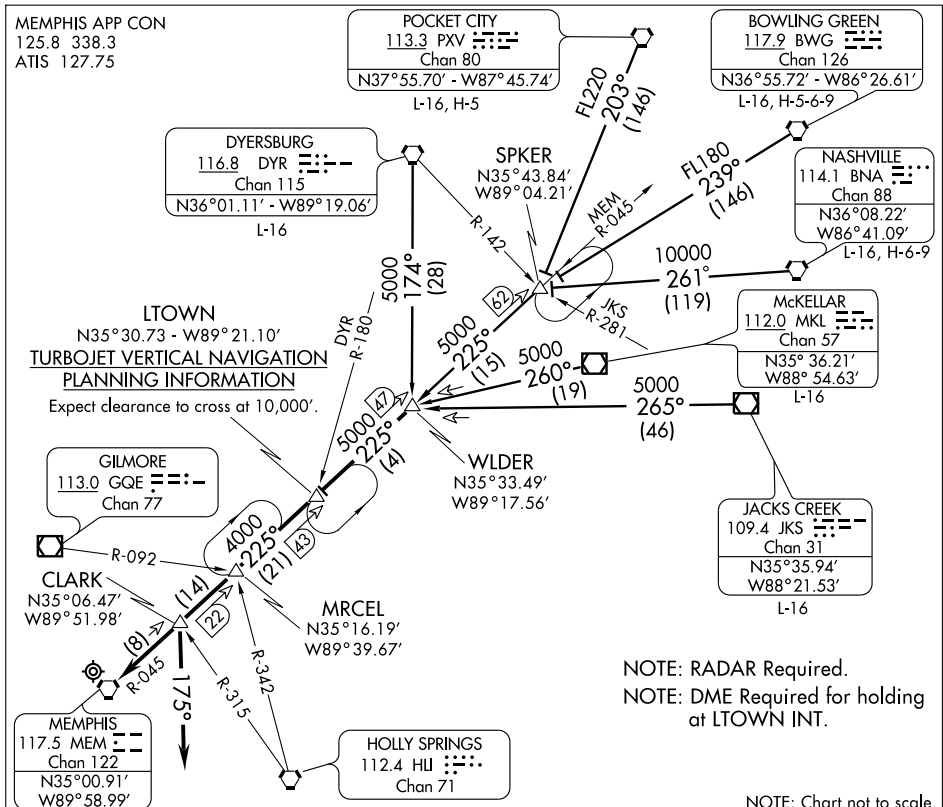


## WLDER FIVE ARRIVAL

ST-253 (FAA)

MEMPHIS INTL  
MEMPHIS, TENNESSEE

MEMPHIS APP CON  
125.8 338.3  
ATIS 127.75



**BOWLING GREEN TRANSITION (BWG.WLDER5):** From over BWG VORTAC via BWG R-239 to SPKER INT, then via MEM R-045 to WLDER INT. Thence. . .

**DYERSBURG TRANSITION (DYR.WLDER5):** From over DYR VORTAC via DYR R-174 to WLDER INT. Thence. . .

**JACKS CREEK TRANSITION (JKS.WLDER5):** From over JKS VOR/DME via JKS R-265 to WLDER INT. Thence. . .

**McKELLAR TRANSITION (MKL.WLDER5):** From over MKL VOR/DME via MKL R-260 to WLDER INT. Thence. . .

**NASHVILLE TRANSITION (BNA.WLDER5):** From over BNA VORTAC via BNA R-261 to SPKER INT, then via MEM R-045 to WLDER INT. Thence. . .

**POCKET CITY TRANSITION (PXV.WLDER5):** From over PXV VORTAC via PXV R-203 to SPKER INT, then via MEM R-045 to WLDER INT. Thence. . .

. . . from over WLDER INT.

**TURBOJETS/TURBOPROPS LANDING NORTH:** From over WLDER INT via MEM R-045 to LTOWN INT, then via MEM R-045 to MRCEL INT, then via MEM R-045 to CLARK INT. Thence heading 175° for vector to final approach course.

**TURBOJETS/TURBOPROPS LANDING SOUTH:** From over WLDER INT via MEM R-045 to LTOWN INT, then via MEM R-045 to MRCEL INT, then via MEM R-045 to MEM VORTAC. Expect vectors to final approach course passing LTOWN INT.

**NON-TURBINE AIRCRAFT ALL RUNWAYS:** From over WLDER INT via MEM R-045 to LTOWN INT, then via MEM R-045 to MRCEL INT, then via MEM R-045 to MEM VORTAC. Expect vectors to final approach course passing LTOWN INT.

▼

▲ NA

Use Millington Rgnl Jetport altimeter setting, when not received use Memphis Intl altimeter setting.

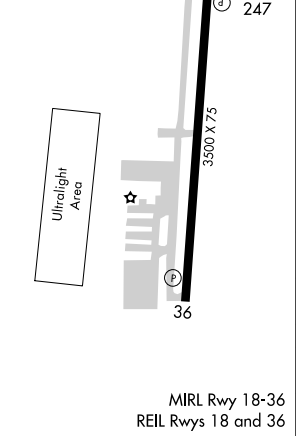
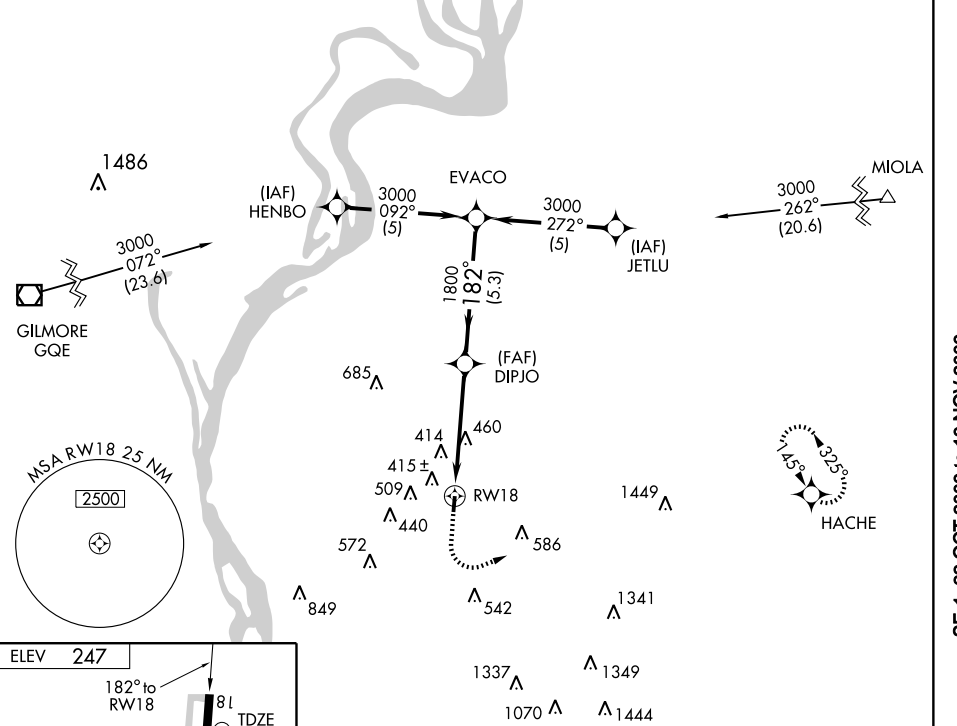
MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct HACHE WP and hold.

MEMPHIS APP CON

125.8 338.3

UNICOM

122.8 (CTAF)



1200

3000

HACHE

RWY 18

DIPJO

EVACO

182°

3000

Procedure Turn NA

VGSI and descent angles not coincident.

4.8 NM

5.3 NM

CATEGORY	A	B	C	D
S-18	800-1 553 (600-1)		800-1½ 553 (600-1½)	NA
CIRCLING	800-1 553 (600-1)	820-1 573 (600-1)	900-1¾ 653 (700-1¾)	NA
MEMPHIS INTL ALTIMETER SETTING MINIMUMS				
S-18	820-1 573 (600-1)		820-1½ 573 (600-1½)	NA
CIRCLING	820-1 573 (600-1)	840-1 593 (600-1)	920-2 673 (700-2)	NA

APP CRS	Rwy Idg	3500
002°	TDZE	246
	Apt Elev	247

GPS RWY 36

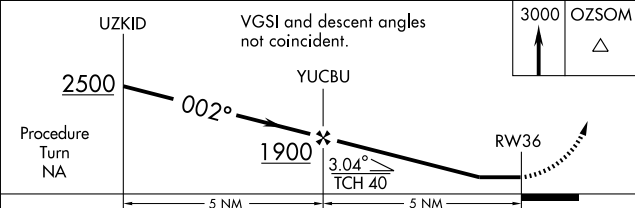
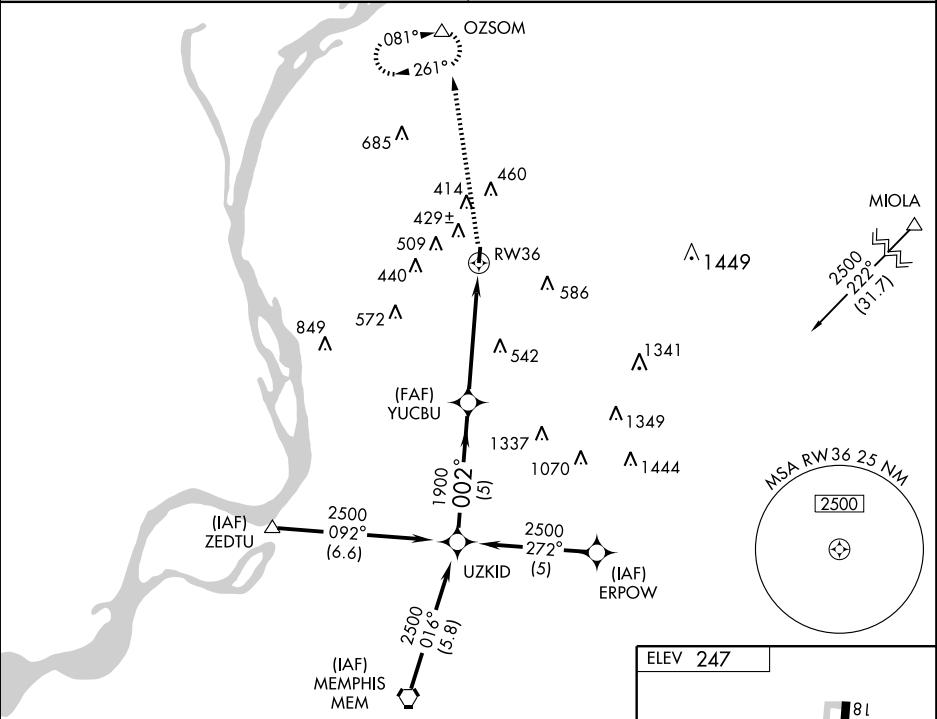
MILLINGTON/ CHARLES W. BAKER (2M8)

▼ Use Millington Rgnl Jetport altimeter setting, when  
▲ NA not received use Memphis Intl altimeter setting.

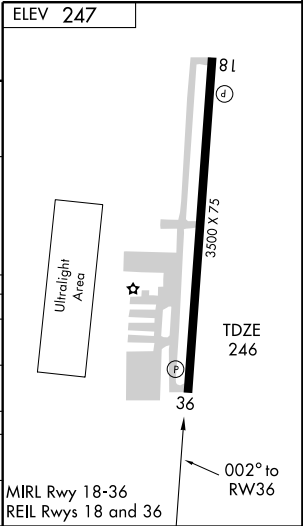
MISSED APPROACH: Climb to 3000 direct  
OZSOM WP and hold.

MEMPHIS APP CON  
125.8 338.3

UNICOM  
122.8 (CTAF)



CATEGORY	A	B	C	D
S-36	780-1	534 (600-1)	780-1½ 534 (600-1½)	NA
CIRCLING	800-1	553 (600-1)	900-1¾ 653 (700-1¾)	NA
MEMPHIS INTL ALTIMETER SETTING MINIMUMS				
S-36	800-1	554 (600-1)	800-1½ 554 (600-1½)	NA
CIRCLING	820-1	573 (600-1)	920-2 673 (700-2)	NA



VORTAC MEM <b>117.5</b> Chan <b>122</b>	APP CRS <b>188°</b>	Rwy Idg <b>3500</b> TDZE <b>247</b> Apt Elev <b>247</b>
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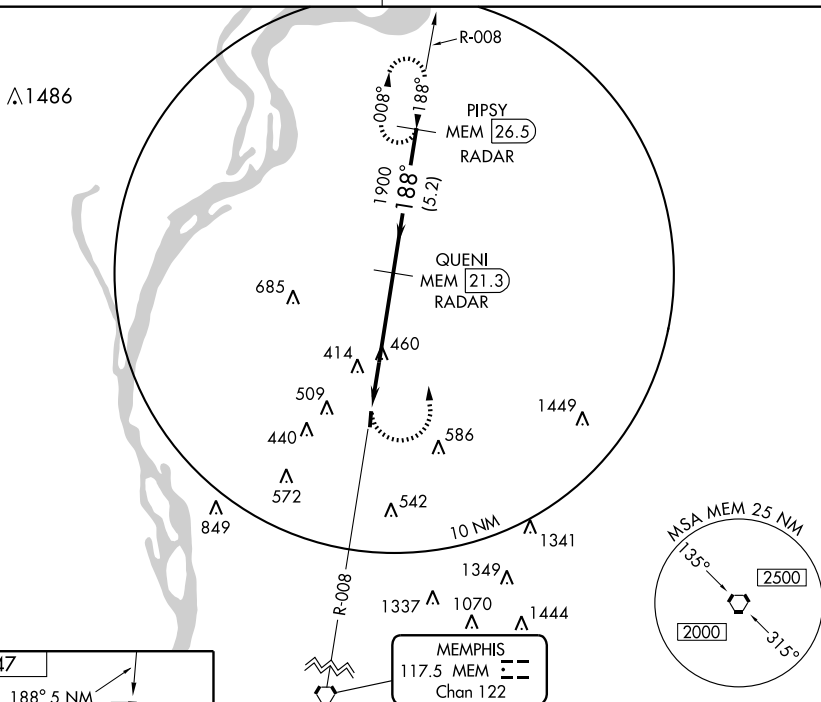
VOR/DME RWY 18  
MILLINGTON/ CHARLES W.BAKER (2M8)

**T**  
**A** NA Use Millington Rgnl Jetport altimeter setting, when not received use Memphis Intl altimeter setting.  
RADAR REQUIRED.

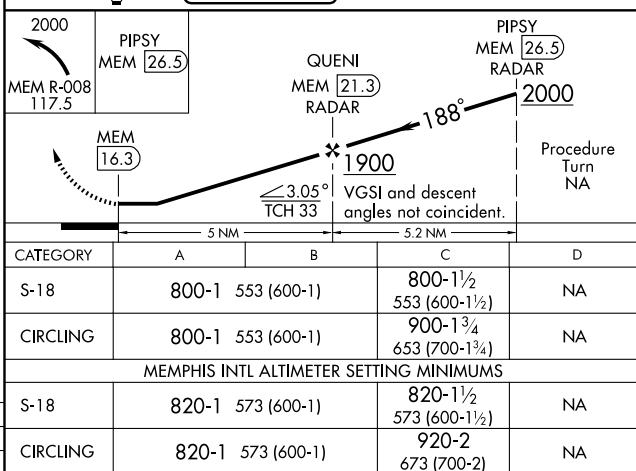
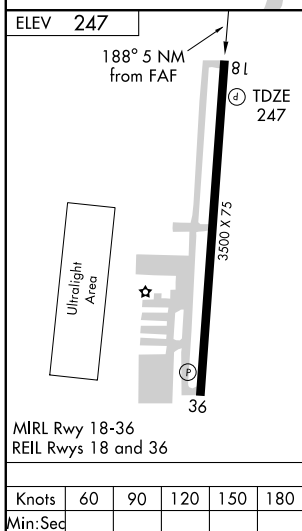
**MISSED APPROACH:** Climbing left turn to 2000 via MEM VORTAC R-008 to PIPSY/MEM 26.5 DME and hold.

MEMPHIS APP CON  
125.8 338.3

UNICOM  
122.8 (CTAF)



SE-1. 22 OCT 2009 to 19 NOV 2009



LOC/DME I-NQA <b>109.75</b> Chan <b>34</b> (Y)	APP CRS <b>219°</b>	Rwy Idg <b>8000</b> TDZE <b>320</b> Apt Elev <b>320</b>
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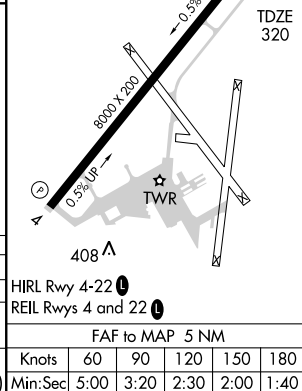
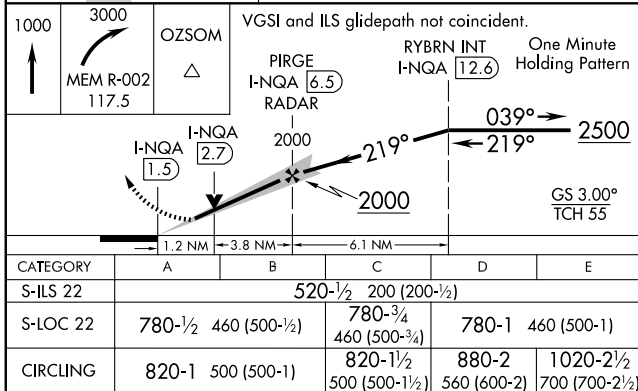
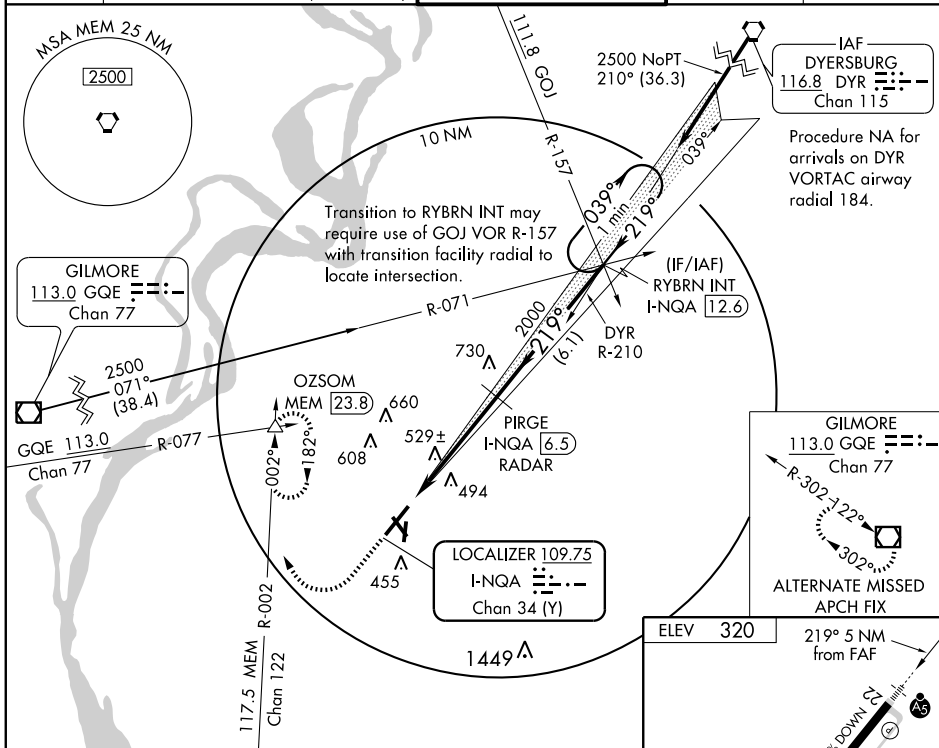
ILS or LOC RWY 22  
MILLINGTON RGNL JETPORT (NQA)

For inoperative MALS/R, increase S-ILS Cat E visibility to  $\frac{3}{4}$  and S-LOC Cat E visibility to  $1\frac{1}{2}$ . DME or RADAR Required. If local altimeter setting not received, **A** use Memphis altimeter setting and increase DA to 568 feet and increase all MDAs 60 feet. S-ILS 22 procedure NA when control tower closed if ceiling/visibility lower than 800/2. VDP NA when using Memphis altimeter setting.

MALSR  
A5

**MISSED APPROACH:** Climb to 1000 then climbing right turn to 3000 via MEM VORTAC R-002 to OZSOM Int/MEM 23.8 DME and hold.

AWOS-3 118.925	MEMPHIS APP CON 119.1 291.6 (176°-355°) 121.0 125.8 338.3 (356°-175°)	MILLINGTON TOWER ★ 120.25(CTAF) 0 340.2	GND CON 121.375	UNICOM 122.95
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APP CRS	Rwy Idg	8000
039°	TDZE	292
	Apt Elev	320

RNAV (GPS) RWY 4

MILLINGTON RGNL JETPORT (NQA)

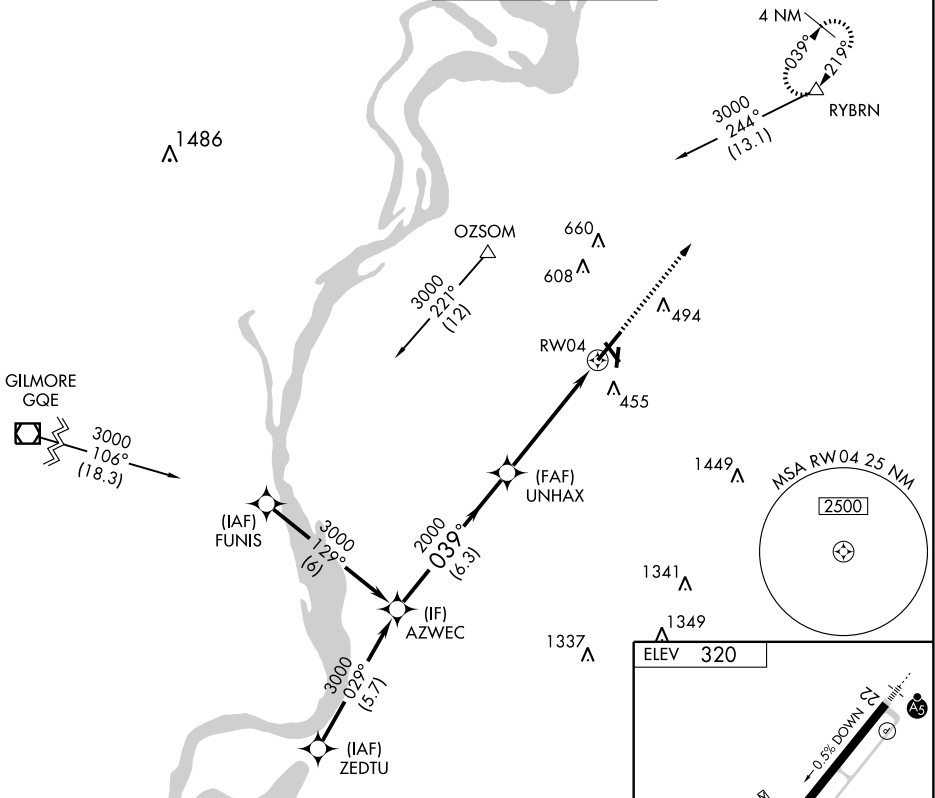
▲

DME/DME RNP-0.3 NA.

If local altimeter setting not received, use Memphis altimeter setting and increase MDAs 60 feet. VDP NA when using Memphis altimeter setting.

MISSED APPROACH: Climb to 3000 direct RYBRN and hold.

AWOS-3	MEMPHIS APP CON			MILLINGTON TOWER ★		GND CON	UNICOM
118.925	119.1	291.6	(176°-355°)	120.25 (CTAF)	340.2	121.375	122.95
	121.0	125.8	338.3 (356°-175°)				



AZWEC

3000

UNHAX

2000

1.4 NM to RW04

RW04

Procedure Turn NA

039°

3.05° ≥ TCH 55

6.3 NM

3.8 NM

1.4 NM

3000

RYBRN

TDZE 292

8000 X 200

0.5% UP

0.5% DOWN

TWR

408

039° to RW04

CATEGORY	A	B	C	D	E
RNAV MDA	760-1	468 (500-1)	760-1¼ 468 (500-1¼)	760-1½ 468 (500-1½)	760-1¾ 468 (500-1¾)
CIRCLING	820-1	500 (500-1)	820-1½ 500 (500-1½)	880-2 560 (600-2)	1020-2½ 700 (700-2½)

HIRL Rwy 4-22

REIL Rws 4 and 22

For inoperative MALS, increase LPV Cat E visibility to ¾, LNAV/VNAV Cat. E visibility to 1¼ and LNAV Cat. E visibility to 1½. If local altimeter setting not received, use Memphis altimeter setting and increase all DAs/MDAs 60 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Memphis altimeter setting. DME/DME RNP-0.3 NA.

MALS

MISSED APPROACH:

Climb to 2500 direct UNHAX and via 300° track to ZIVNY and hold.

AWOS-3 <b>118.925</b>	MEMPHIS APP CON <b>119.1 291.6</b> (176°-355°) <b>121.0 125.8 338.3</b> (356°-175°)	MILLINGTON TOWER ★ <b>120.25 (CTAF) 340.2</b>	GND CON <b>121.375</b>	UNICOM <b>122.95</b>
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<div>2500 UNHAX</div> <div></div>	TRK 300°	ZIVNY	VGSI and RNAV glidepath not coincident.		
*LNAV only					
		PIRGE	RWY 22		
1.2 NM		3.8 NM	6.1 NM	4 NM Holding Pattern	
CATEGORY	A	B	C	D	E
LPV DA	570-½		250 (300-½)		
LNAV/VNAV DA	795-1¼		475 (500-1¼)		
LNAV MDA	780-½	460 (500-½)	780-¾ 460 (500-¾)	780-1	460 (500-1)
CIRCLING	820-1	500 (500-1)	820-1½ 500 (500-1½)	880-2 560 (600-2)	1020-2½ 700 (700-2½)

HIRL Rwy 4-22

REIL Rwy 4 and 22

SE-1: 22 OCT 2009 to 19 NOV 2009





NDB JXT	APP CRS	Rwy Idg	5717
346	053°	TDZE	1313
		Apt Elev	1313

NDB or GPS RWY 5  
MORRISTOWN/MOORE-MURRELL (MOR)

**▼** If local alimeter setting not received, use Knoxville alimeter setting and increase all MDAs 140 feet.

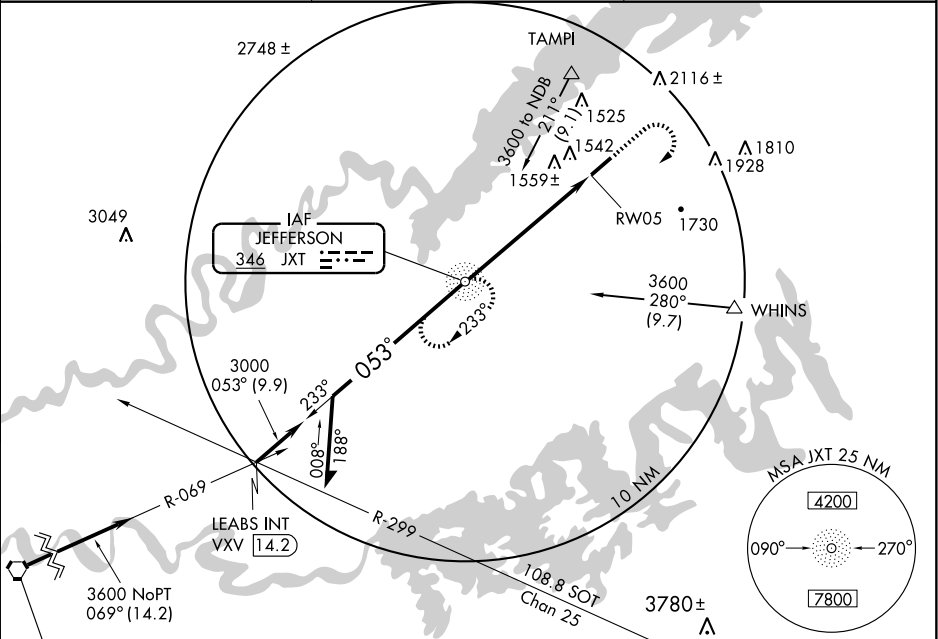
**▲ NA** Inoperative table does not apply.

**MALSF**

**▲**

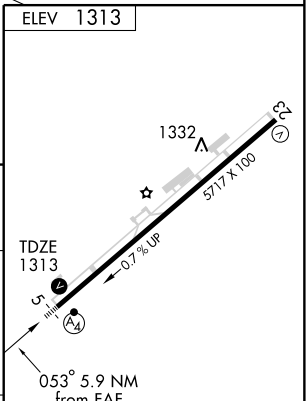
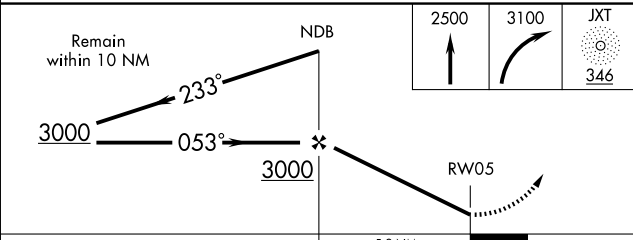
**MISSED APPROACH:** Climb to 2500 then climbing right turn to 3100 direct JXT NDB and hold.

AWOS-3 126.725	KNOXVILLE APP CON 132.8 360.8	UNICOM 122.8 (CTAF) <b>1</b>
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**IAF VOLUNTEER**  
116.4 VVX   
Chan 111

**IAF JEFFERSON**  
346 JXT



CATEGORY	A	B	C	D	from FAF					
	5.9 NM				REIL Rwy 5-23 MIRL Rwy 5-23					
S-5	1860-1	547 (600-1)	1860-1½ 547 (600-1½)	1860-1¾ 547 (600-1¾)	FAF to MAP 5.9 NM					
CIRCLING	1880-1	1920-1	2060-2¼	2180-2¾	Knots	60	90	120	150	180
	567 (600-1)	607 (700-1)	747 (800-2¼)	867 (900-2¾)	Min:Sec	5:54	3:56	2:57	2:22	1:58

SDF MOR	APP CRS	Rwy Idg	5717
109.5	053°	TDZE	1313
Chan 32		Apt Elev	1313

SDF RWY 5

MORRISTOWN/MOORE-MURRELL (MOR)

**▲** If local altimeter setting not received, use Knoxville altimeter setting and increase all MDAs 140 feet.

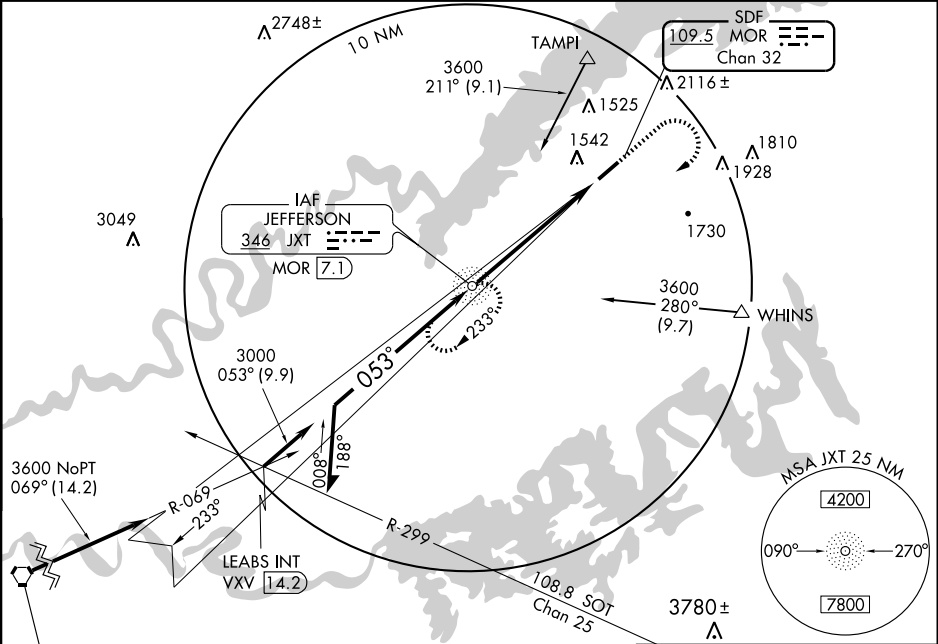
**▲ NA** Inoperative table does not apply.

ADF REQUIRED

MALSF

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct JXT NDB and hold.

AWOS-3	KNOXVILLE APP CON	UNICOM
126.725	132.8 360.8	122.8 (CTAF)



IAF VOLUNTEER 116.4 VXV Chan 111

3000 053°

233°

3000

5.9 NM

NDB/INT MOR 7.1

2000

3000

JXT 346


MOR 1.2

CATEGORY	A	B	C	D	FAF to MAP 5.9 NM					
S-5	1720-1	407 (500-1)	1720-1 1/4	407 (500-1 1/4)						
CIRCLING	1880-1	1920-1	2060-2 1/4	2180-2 3/4	Knots	60	90	120	150	180
	567 (600-1)	607 (700-1)	747 (800-2 1/4)	867 (900-2 3/4)	Min:Sec	5:54	3:56	2:57	2:22	1:58

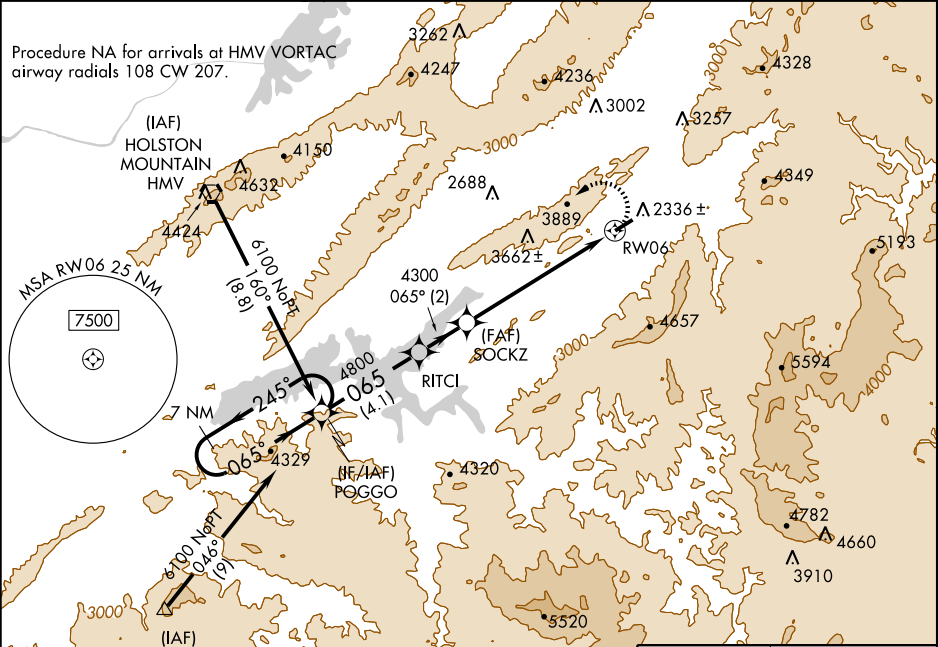
APP CRS	Rwy Idg	4498
065°	TDZE	2240
	Apt Elev	2240

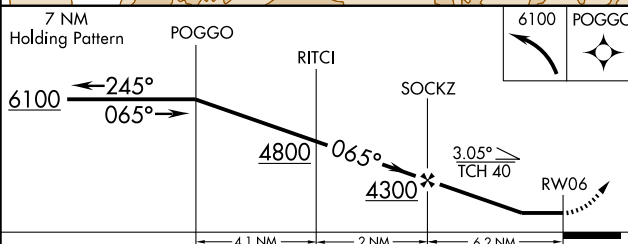
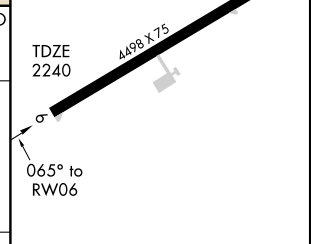
RNAV (GPS) RWY 6

MOUNTAIN CITY/ JOHNSON COUNTY (6A4)

 NA	Circling NA for Cat. D SE of Rwy 06-24. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Virginia Highlands altimeter setting and increase all MDA 80 feet.	MISSED APPROACH: Climbing left turn to 6100 direct POGGO and hold.
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AWOS-3 126.225	TRI-CITY APP CON ★ 134.425 349.0	UNICOM 122.7 (CTAF)
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7 NM Holding Pattern POGGO					ELEV 2240
					
CATEGORY	A	B	C	D	
LNAV MDA	3900-1¼ 1660 (1700-1¼)	3900-1½ 1660 (1700-1½)	3900-3 1660 (1700-3)		
CIRCLING	3900-1¼ 1660 (1700-1¼)	3900-1½ 1660 (1700-1½)	4280-3 2040 (2100-3)	4300-3 2060 (2100-3)	

APP CRS	Rwy Idg	<b>4498</b>
<b>253°</b>	TDZE	<b>2240</b>
	Apt Elev	<b>2240</b>

# RNAV (GPS) RWY 24

## MOUNTAIN CITY/ JOHNSON COUNTY (6A4)

<b>T</b>	DME/DME RNP-0.3 NA. Procedure NA at night.
<b>A</b> NA	<p>Visibility reduction by helicopters NA.</p> <p>When local altimeter setting not received, use Virginia Highlands altimeter setting and increase all MDA 80 feet.</p>

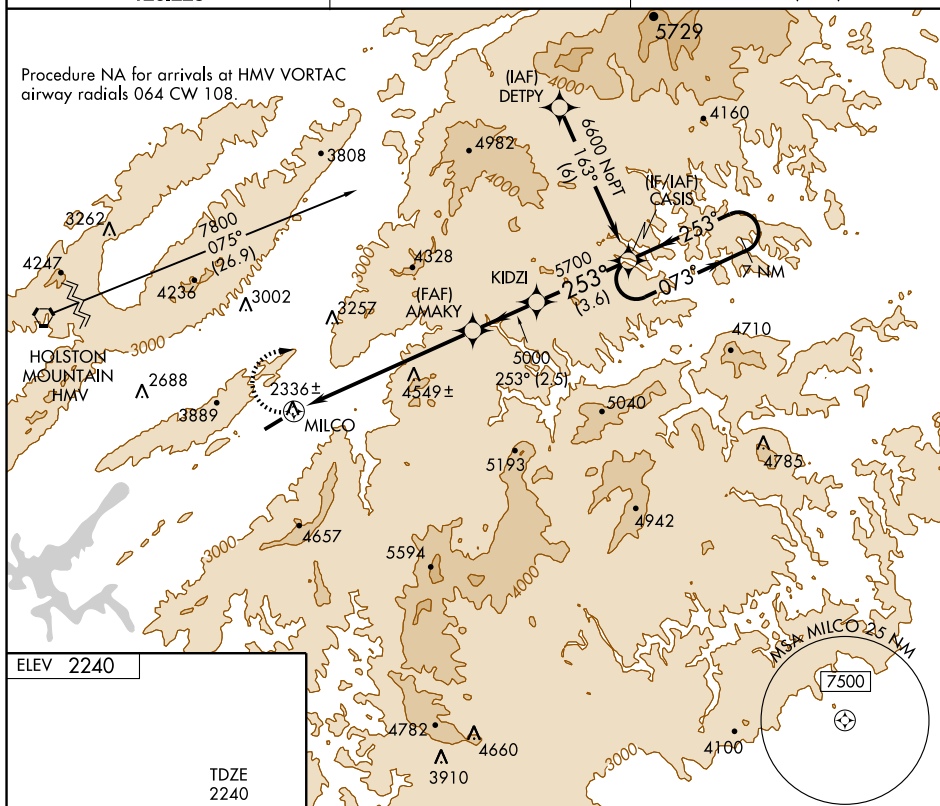
**MISSED APPROACH:** Climbing right turn to 6600 direct CASIS and hold.

AWOS-3  
126.225

TRI-CITY APP CON ★  
134.425 349.0

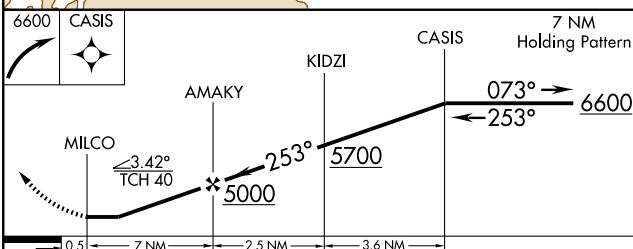
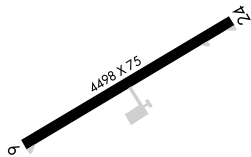
UNICOM  
122.7 (CTAF)

Procedure NA for arrivals at HMV VORTAC  
airway radials 064 CW 108.



SE-1. 22 OCT 2009 to 19 NOV 2009

ELEV 2240

TDZE  
2240

CATEGORY	A	B	C	D
LNAV MDA	4880-1¼ 2640 (2700-1¼)	4880-1½ 2640 (2700-1½)	4880-3	2640 (2700-3)
CIRCLING	4880-1¼ 2640 (2700-1¼)	4880-1½ 2640 (2700-1½)	4880-3	2640 (2700-3)

## GRAHAM FIVE ARRIVAL (GHM.GHM5)

NASHVILLE, TENNESSEE

NASHVILLE APP CON  
120.6 387.0  
NASHVILLE ATIS  
135.1

GHM VORTAC  
TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION

Expect clearance to cross at 11000.  
Expect clearance to cross at 250 KIAS  
when landing BNA Rwy's 2L, 2C, 2R or 13.

NASHVILLE  
114.1 BNA   
Chan 88  
N36°08.22' - W86°41.09'

DYERSBURG  
116.8 DYR   
Chan 115

GRAHAM  
111.6 GHM   
Chan 53  
N35°50.04' - W87°27.11'

JOHN C.  
TUNE

NASHVILLE  
INTL

SMYRNA

MURFREESBORO  
MUNI

LINGA  
N36°05.17'  
W86°48.87'

7000  
067°  
(71)

7000  
066°  
(62)

HELAM  
N35°27.44'  
W88°38.58'

MEMPHIS  
117.5 MEM   
Chan 122  
N35°00.91' - W89°58.99'  
L-18, H-6

FL240  
041°  
(199)

NOTE: Radar Required  
on the SIDON and  
BIGBEE Transitions.

SIDON  
114.7 SQS   
Chan 94  
N33°27.83' - W90°16.64'  
L-18, H-6

BIGBEE  
116.2 IGB   
Chan 109  
N33°29.13' - W88°30.82'  
L-18, H-6

VULCAN  
114.4 VUZ   
Chan 91  
N33°40.21'  
W86°53.99'  
L-18, H-6-9

NOTE: DME Required.  
NOTE: Chart not to scale.

BIGBEE TRANSITION (IGB.GHM5): From over IGB VORTAC via IGB R-016 and GHM R-198 to GHM VORTAC. Thence. . .

MEMPHIS TRANSITION (MEM.GHM5): From over MEM VORTAC via MEM R-067 and GHM R-246 to GHM VORTAC. Thence. . .

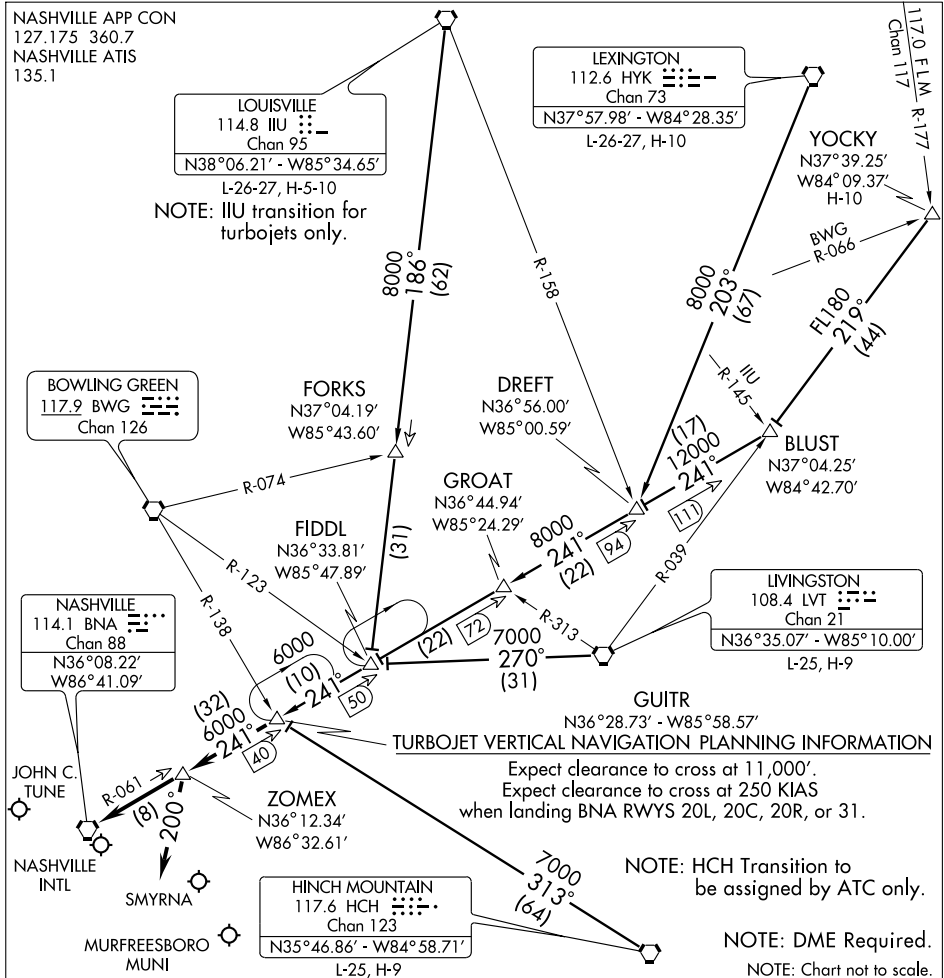
SIDON TRANSITION (SQS.GHM5): From over SQS VORTAC via SQS R-041 and GHM R-222 to GHM VORTAC. Thence. . .

VULCAN TRANSITION (VUZ.GHM5): From over VUZ VORTAC via VUZ R-346 and GHM R-165 to GHM VORTAC. Thence. . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC. LANDING SOUTH: From over GHM VORTAC via BNA R-246 to LINGA. Thence heading 020° for vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC.

## GUITR FOUR ARRIVAL (GUITR.GUITR4)

NASHVILLE, TENNESSEE



**HINCH MOUNTAIN TRANSITION (HCH.GUITR4):** From over HCH VORTAC via HCH R-313 to GUITR INT. Thence. . . .

**LEXINGTON TRANSITION (HYK.GUITR4):** From over HYK VORTAC via HYK R-203 to DREET INT, then via BNA R-061 to GUITR INT. Thence. . . .

**LIVINGSTON TRANSITION (LVT.GUITR4):** From over LVT VORTAC via LVT R-270 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

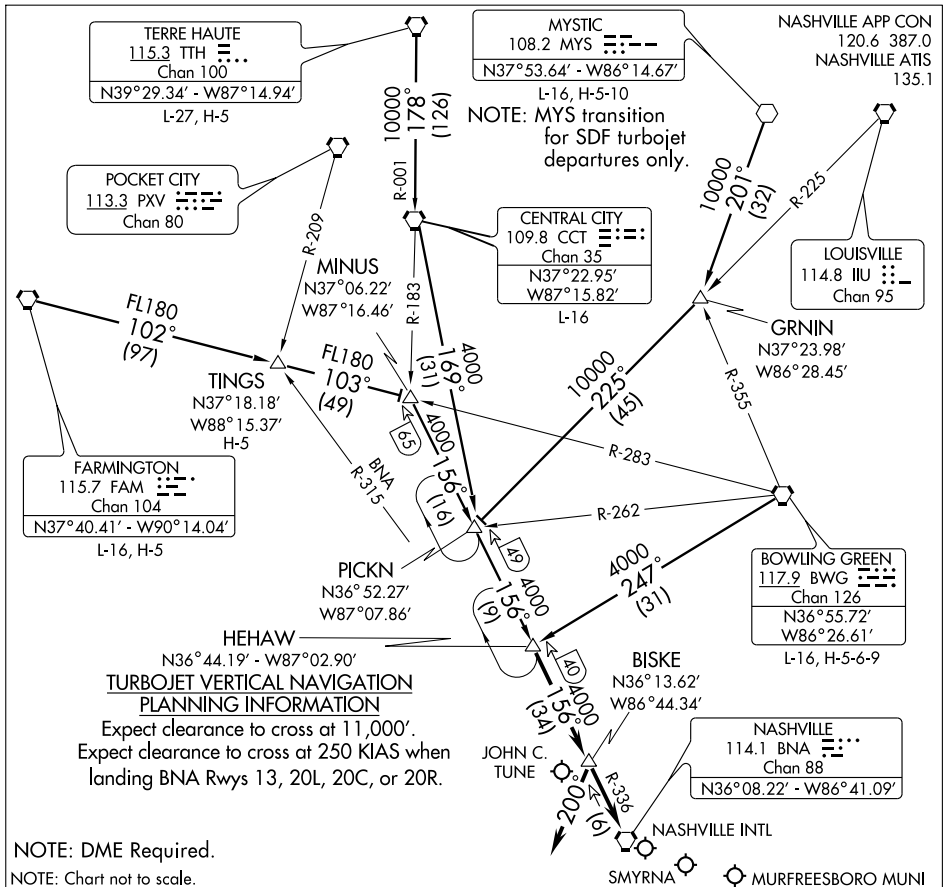
**LOUISVILLE TRANSITION (IUU.GUITR4):** From over IUU VORTAC via IUU R-186 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

**YOCKY TRANSITION (YOCKY.GUITR4):** From over YOCKY INT via LVT R-039 to BLUST INT, then via BNA R-061 to GUITR INT. Thence. . . .

**....TURBOJETS/TURBOPROPS; LANDING NORTH:** From over GUITR INT via BNA R-061 to ZOMEX. Thence heading 200° for vectors to final approach course. **LANDING SOUTH:** From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT. **NON-TURBINE;** all runways: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT.

## HEHAW FIVE ARRIVAL (HEHAW.HEHAW5)

NASHVILLE, TENNESSEE



**BOWLING GREEN TRANSITION (BWG.HEHAW5):** From over BWG VORTAC via BWG R-247 to HEHAW INT. Thence. . .

**CENTRAL CITY TRANSITION (CCT.HEHAW5):** From over CCT VORTAC via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . .

**FARMINGTON TRANSITION (FAM.HEHAW5):** From over FAM VORTAC via FAM R-102 and BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . .

**MYSTIC TRANSITION (MYS.HEHAW5):** From over MYS VOR via MYS R-201 to GRNIN INT, then via IUU R-225 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . .


**TERRE HAUTE TRANSITION (TTH.HEHAW5):** From over TTH VORTAC via TTH R-178 and CCT R-001 to CCT VORTAC, then via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . .

**TINGS TRANSITION (TINGS.HEHAW5):** From over TINGS INT via BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . .

**....TURBOJETS/TURBOPROPS; LANDING NORTH:** From over HEHAW INT via BNA R-336 to BISKE. Thence heading 200° for vectors to final approach course. **LANDING SOUTH:** From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course. **NON-TURBINE;**

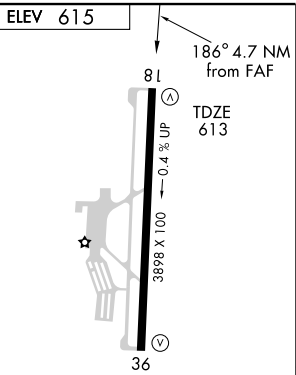
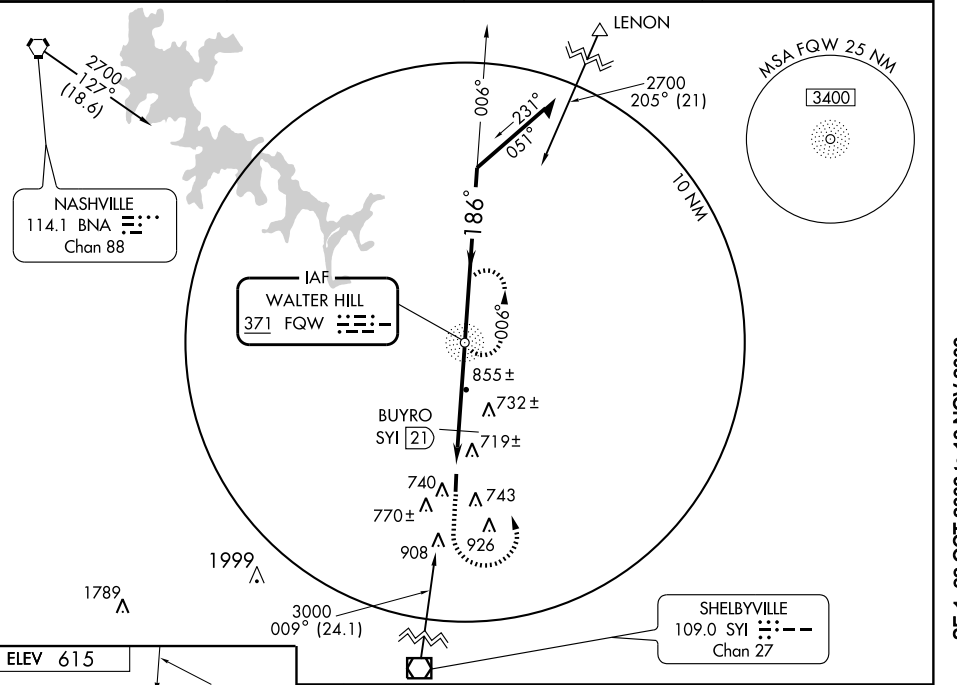
**ALL RUNWAYS:** From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course passing HEHAW INT.








MISSED APPROACH: Climb to 1500 then climbing left turn to 2700 direct FQW NDB and hold.

AWOS-3 133.975	NASHVILLE APP CON 118.4 360.7	GCO 135.075	UNICOM 122.7 (CTAF)
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MIRL Rwy 18-36  
REIL Rwy 18 and 36

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

1500	2700	FQW		
				
		<u>371</u>		

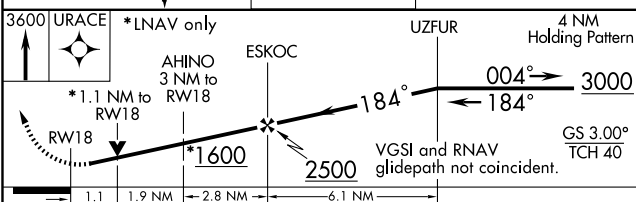
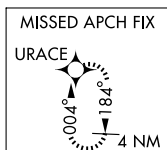
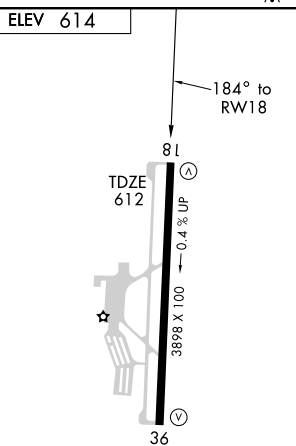
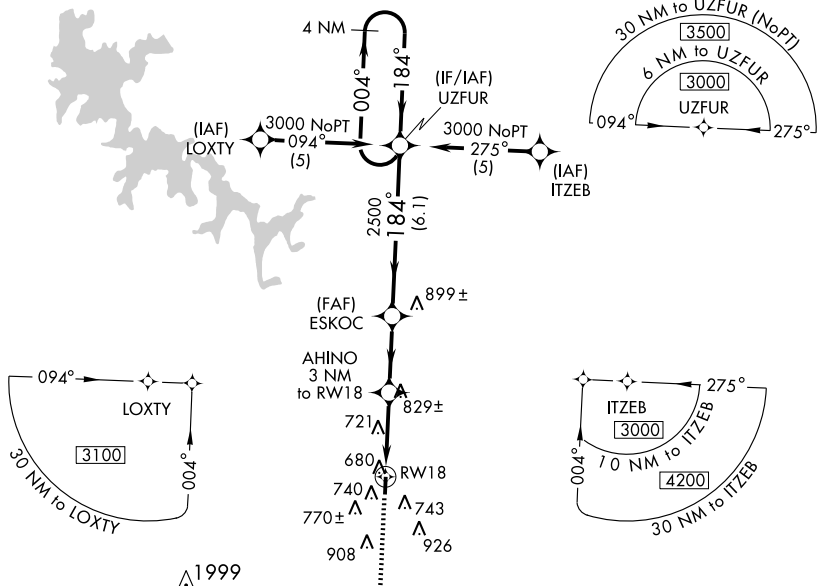
  

	Remain within 10 NM
	<u>2700</u>
	<u>2200</u>
	<u>2700</u>

CATEGORY	A	B	C	D
S-18	1160-1 547 (600-1)		1160-1½ 547 (600-½)	NA
CIRCLING	1160-1 545 (600-1)		1160-1½ 545 (600-½)	NA
BUYRO DME MINIMUMS				
S-18	1020-1 407 (500-1)		1020-1¼ 407 (500-¼)	NA
CIRCLING	1080-1 465 (500-1)		1080-1½ 465 (500-½)	NA

AWOS-3 <b>133,975</b>	NASHVILLE APP CON <b>118.4 360.7</b>	GCO <b>135,075</b>	UNICOM <b>122.7</b> (CTAF)
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CATEGORY	A	B	C	D
LPV DA		904-1 292 (300-1)		NA
INAV/ VNAV DA		950-1 1/4 338 (400-1 1/4)		NA
INAV MDA		980-1 368 (400-1)		NA
CIRCLING	1080-1	466 (500-1)	1080-1 1/2 466 (500-1 1/2)	NA

APP CRS  
**004°**

Rwy Idg  
TDZE  
Apt Elev

**3898**  
**614**  
**614**

RNAV (GPS) RWY 36

MURFREESBORO MUNI (MBT)

▼

▲

NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 60 feet.

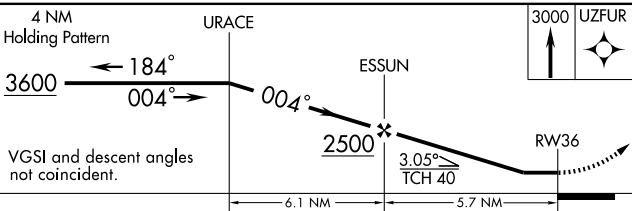
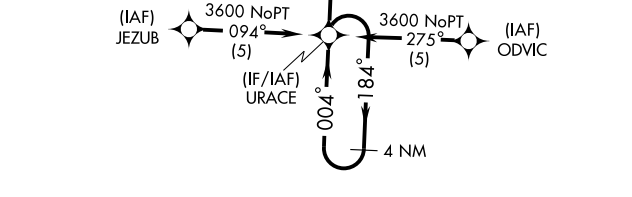
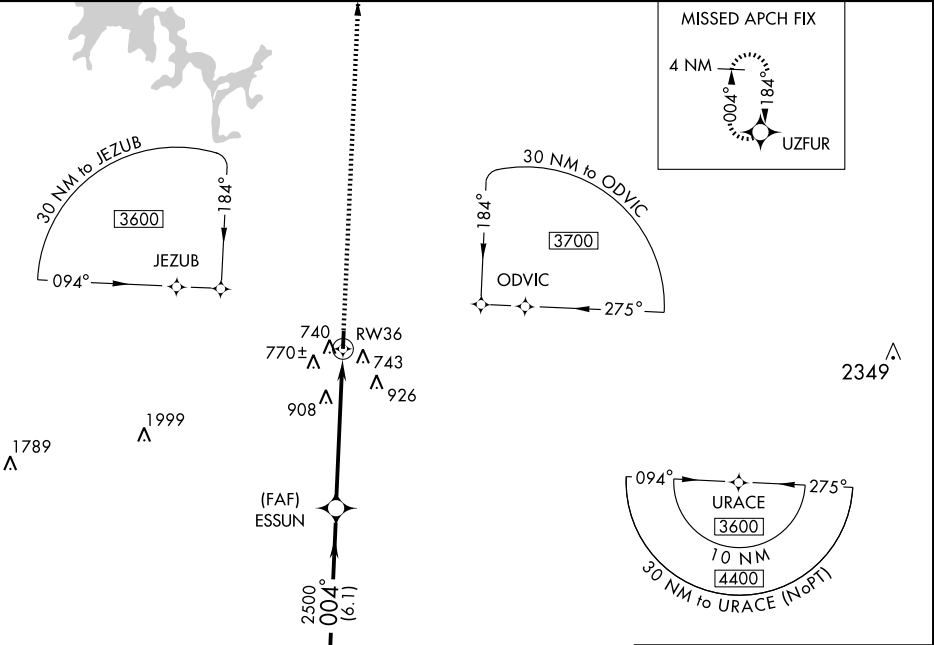
MISSED APPROACH: Climb to 3000 direct UZFUR and hold.

AWOS-3  
**133.975**

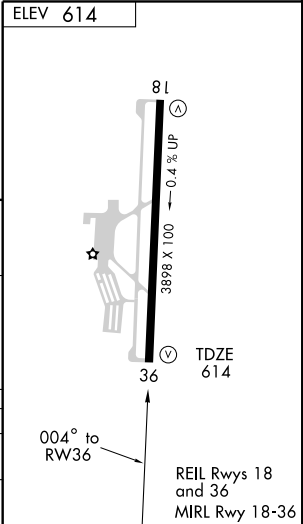
NASHVILLE APP CON  
**118.4 360.7**

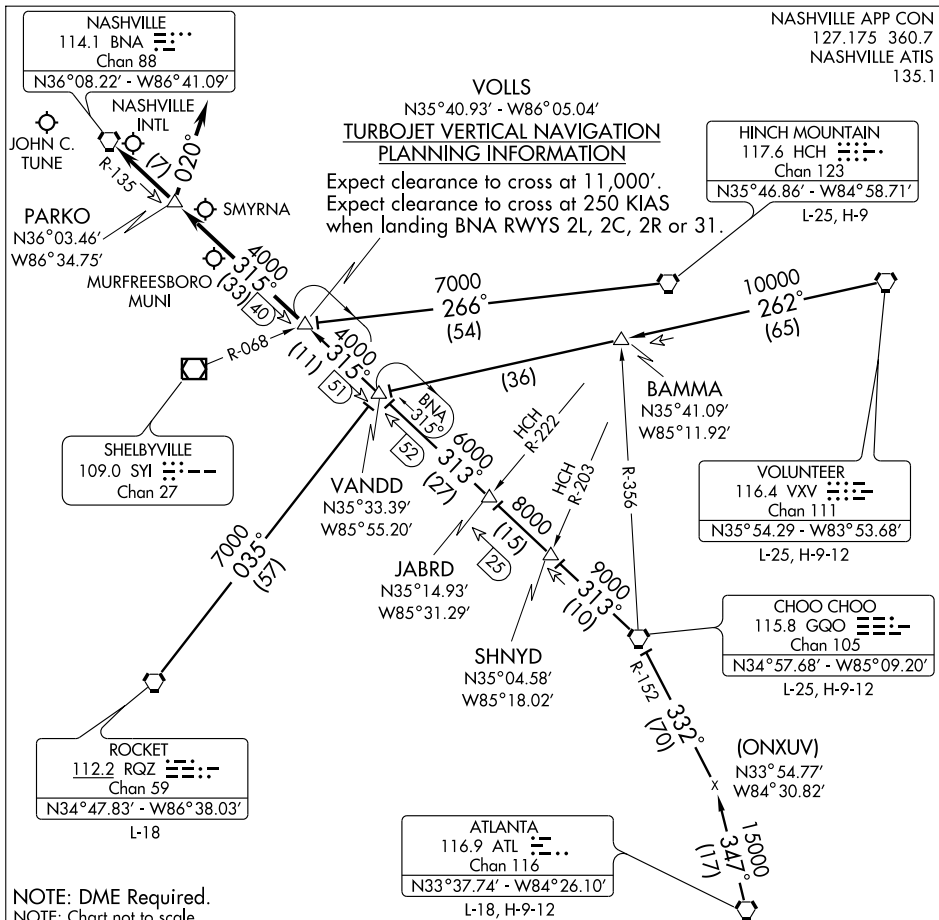
GCO  
**135.075**

UNICOM  
**122.7** (CTAF)



CATEGORY	A	B	C	D
LNNAV MDA	1220-1	606 (700-1)	1220-1¾ 606 (700-1¾)	NA
CIRCLING	1220-1	606 (700-1)	1220-1¾ 606 (700-1¾)	NA





**ATLANTA TRANSITION (ATL.VOLLS7):** From over ATL VORTAC via ATL R-347 and GQO R-152 to GQO VORTAC, then via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . .

**CHOO CHOO TRANSITION (GQO.VOLLS7):** From over GQO VORTAC via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . .

**HINCH MOUNTAIN TRANSITION (HCH.VOLLS7):** From over HCH VORTAC via HCH R-266 to VOLLS INT. Thence. . .

**ROCKET TRANSITION (RQZ.VOLLS7):** From over RQZ VORTAC via RQZ R-035 and BNA R-135 to VOLLS INT. Thence. . .

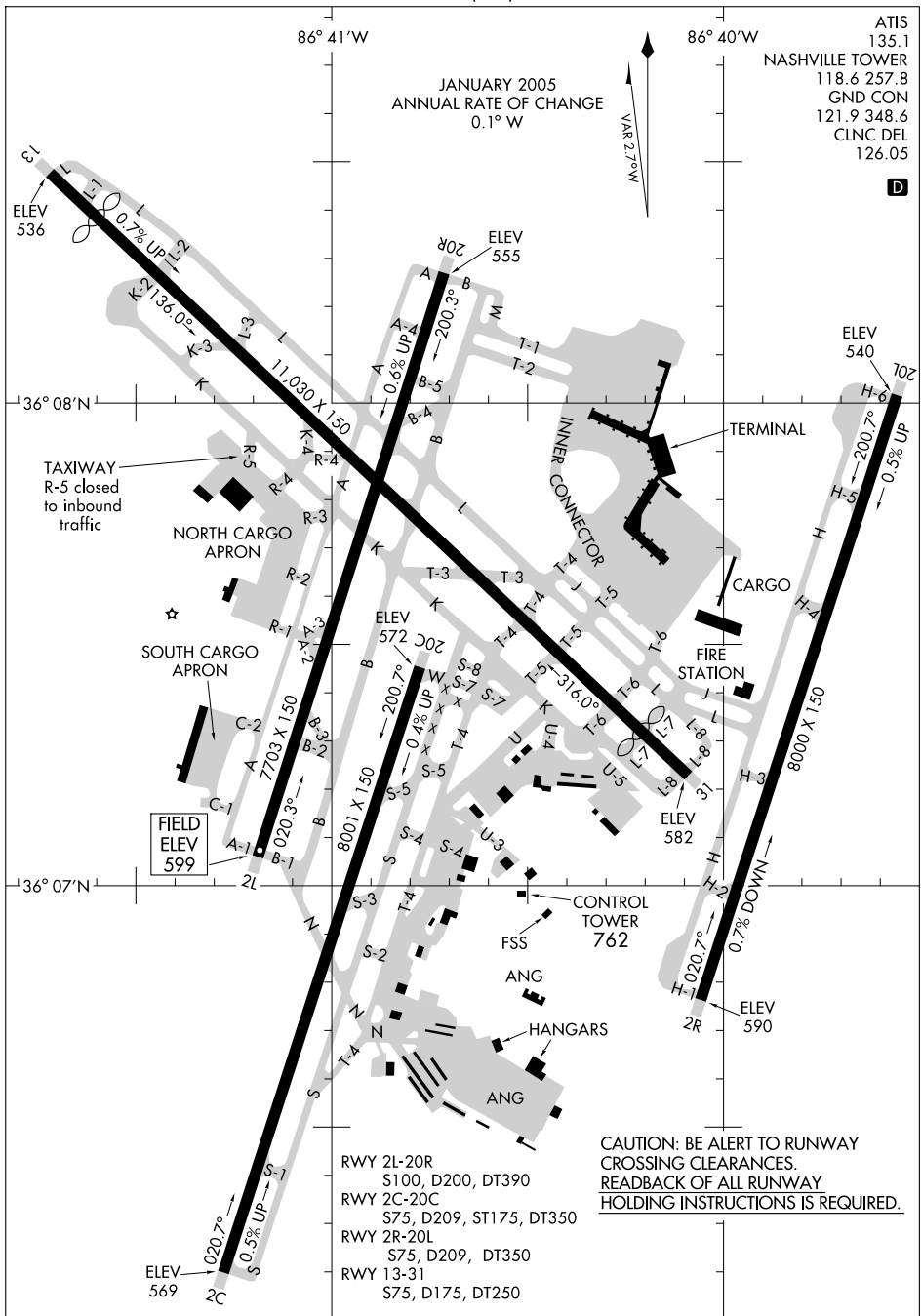
**VOLUNTEER TRANSITION (VXV.VOLLS7):** From over VXV VORTAC via VXV R-262 and BNA R-135 to VOLLS INT. Thence. . .

**....TURBOJETS/TURBOPROPS; LANDING NORTH:** From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT. **LANDING SOUTH:** From over VOLLS INT via BNA R-135 to PARKO. Thence heading 020° for vectors to final approach course. **NON-TURBINE; all runways:** From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT.

# AIRPORT DIAGRAM

AL-282 (FAA)

NASHVILLE INTL (BNA)  
NASHVILLE, TENNESSEE



SE-1, 22 OCT 2009 to 19 NOV 2009

## GRAHAM FIVE ARRIVAL (GHM.GHM5)

NASHVILLE, TENNESSEE

NASHVILLE APP CON  
120.6 387.0  
NASHVILLE ATIS  
135.1

GHM VORTAC  
TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION

Expect clearance to cross at 11000.  
Expect clearance to cross at 250 KIAS  
when landing BNA Rwy's 2L, 2C, 2R or 13.

NASHVILLE  
114.1 BNA   
Chan 88  
N36°08.22' - W86°41.09'

DYERSBURG  
116.8 DYR   
Chan 115

GRAHAM  
111.6 GHM   
Chan 53  
N35°50.04' - W87°27.11'

JOHN C.  
TUNE

NASHVILLE  
INTL

SMYRNA

MURFREESBORO  
MUNI

LINGA  
N36°05.17'  
W86°48.87'

7000  
067°  
(71)

7000  
066°  
(62)

HELAM  
N35°27.44'  
W88°38.58'

MEMPHIS  
117.5 MEM   
Chan 122  
N35°00.91' - W89°58.99'  
L-18, H-6

FL240  
041°  
(199)

NOTE: Radar Required  
on the SIDON and  
BIGBEE Transitions.

SIDON  
114.7 SQS   
Chan 94  
N33°27.83' - W90°16.64'  
L-18, H-6

BIGBEE  
116.2 IGB   
Chan 109  
N33°29.13' - W88°30.82'  
L-18, H-6

VULCAN  
114.4 VUZ   
Chan 91  
N33°40.21'  
W86°53.99'  
L-18, H-6-9

NOTE: DME Required.  
NOTE: Chart not to scale.

BIGBEE TRANSITION (IGB.GHM5): From over IGB VORTAC via IGB R-016 and GHM R-198 to GHM VORTAC. Thence. . .

MEMPHIS TRANSITION (MEM.GHM5): From over MEM VORTAC via MEM R-067 and GHM R-246 to GHM VORTAC. Thence. . .

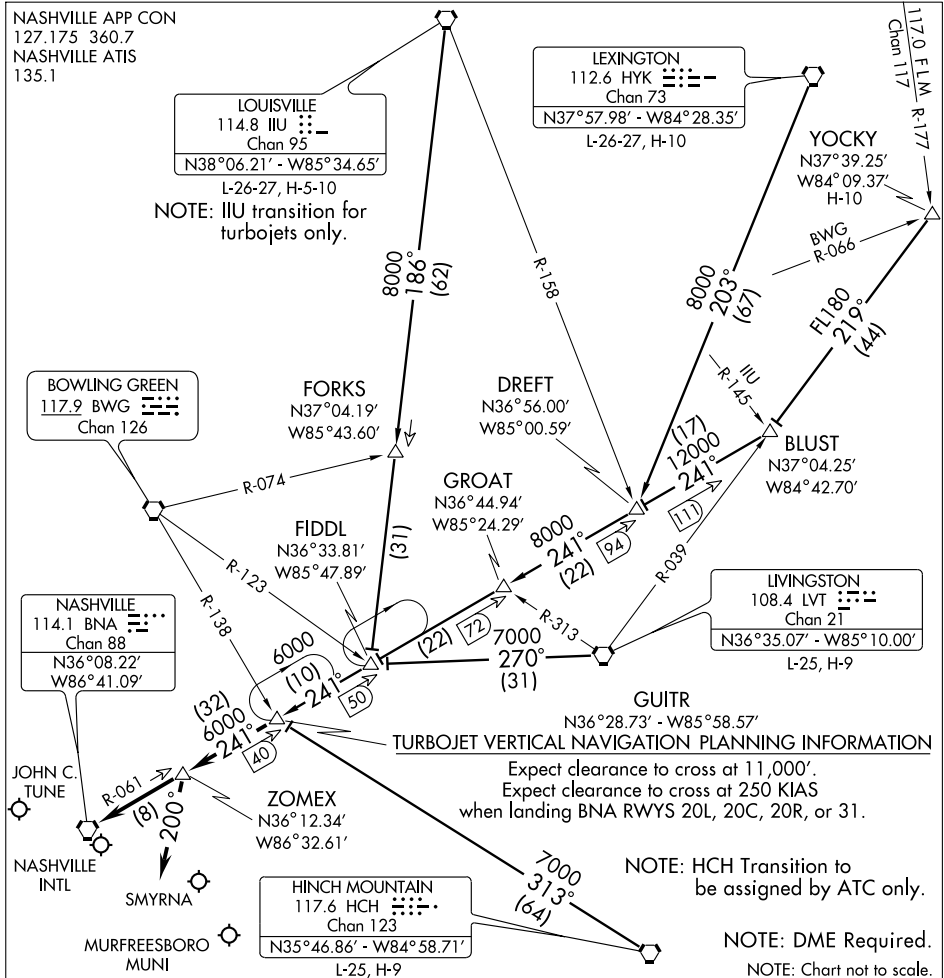
SIDON TRANSITION (SQS.GHM5): From over SQS VORTAC via SQS R-041 and GHM R-222 to GHM VORTAC. Thence. . .

VULCAN TRANSITION (VUZ.GHM5): From over VUZ VORTAC via VUZ R-346 and GHM R-165 to GHM VORTAC. Thence. . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC. LANDING SOUTH: From over GHM VORTAC via BNA R-246 to LINGA. Thence heading 020° for vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC.

## GUITR FOUR ARRIVAL (GUITR.GUITR4)

NASHVILLE, TENNESSEE



**HINCH MOUNTAIN TRANSITION (HCH.GUITR4):** From over HCH VORTAC via HCH R-313 to GUITR INT. Thence. . . .

**LEXINGTON TRANSITION (HYK.GUITR4):** From over HYK VORTAC via HYK R-203 to DREFT INT, then via BNA R-061 to GUITR INT. Thence. . . .

**LIVINGSTON TRANSITION (LVT.GUITR4):** From over LVT VORTAC via LVT R-270 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

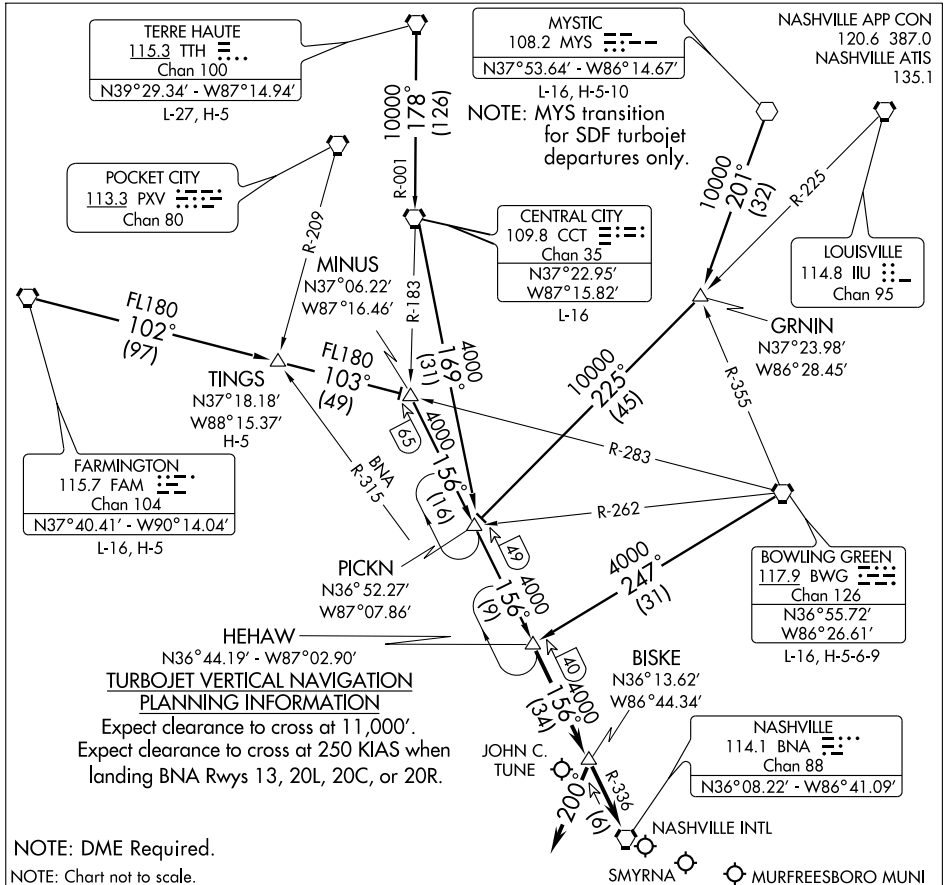
**LOUISVILLE TRANSITION (LIU.GUITR4):** From over LIU VORTAC via LIU R-186 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

**YOCKY TRANSITION (YOCKY.GUITR4):** From over YOCKY INT via LVT R-039 to BLUST INT, then via BNA R-061 to GUITR INT. Thence. . . .

**....TURBOJETS/TURBOPROPS; LANDING NORTH:** From over GUITR INT via BNA R-061 to ZOMEX. Thence heading 200° for vectors to final approach course. **LANDING SOUTH:** From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT. **NON-TURBINE;** all runways: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT.

## HEHAW FIVE ARRIVAL (HEHAW.HEHAW5)

NASHVILLE, TENNESSEE



**BOWLING GREEN TRANSITION (BWG.HEHAW5):** From over BWG VORTAC via BWG R-247 to HEHAW INT. Thence. . . .

**CENTRAL CITY TRANSITION (CCT.HEHAW5):** From over CCT VORTAC via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

**FARMINGTON TRANSITION (FAM.HEHAW5):** From over FAM VORTAC via FAM R-102 and BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . . .

**MYSTIC TRANSITION (MYS.HEHAW5):** From over MYS VOR via MYS R-201 to GRNIN INT, then via IU R-225 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

**TERRE HAUTE TRANSITION (TTH.HEHAW5):** From over TTH VORTAC via TTH R-178 and CCT R-001 to CCT VORTAC, then via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

**TINGS TRANSITION (TINGS.HEHAW5):** From over TINGS INT via BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . . .

**....TURBOJETS/TURBOPROPS; LANDING NORTH:** From over HEHAW INT via BNA R-336 to BISKE. Thence heading 200° for vectors to final approach course. **LANDING SOUTH:** From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course. **NON-TURBINE;** **ALL RUNWAYS:** From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course passing HEHAW INT.



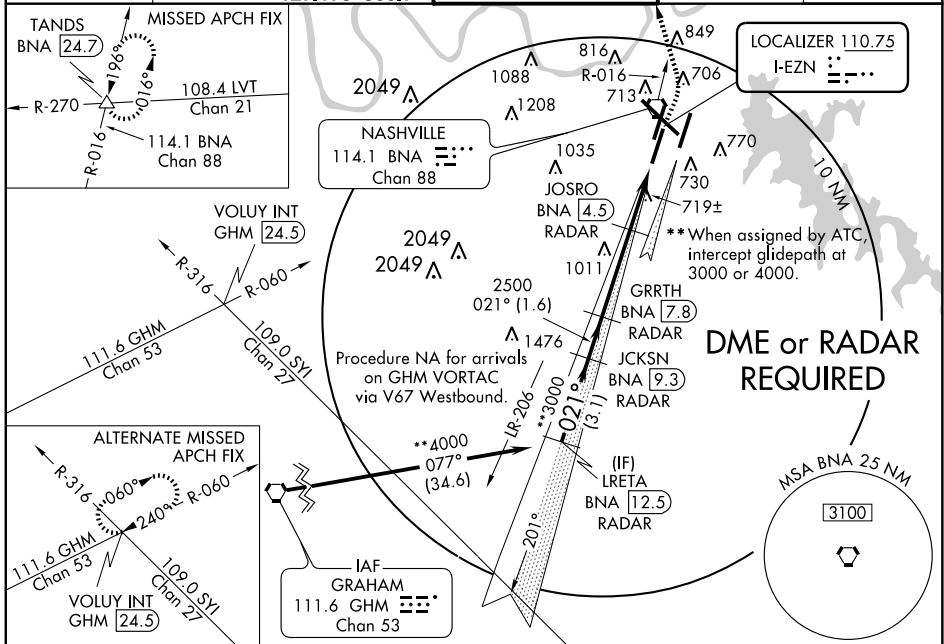
# ILS or LOC RWY 2C

## NASHVILLE INTL (BNA)

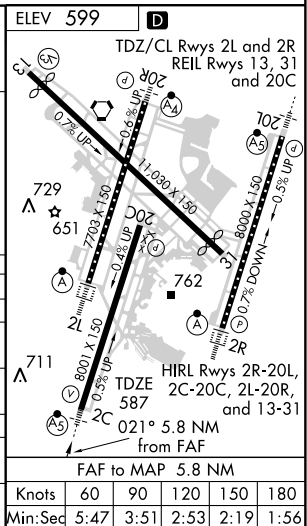
LOC I-EZN <b>110.75</b>	APP CRS <b>021°</b>	Rwy Idg <b>8000</b>
		TDZE <b>587</b>
		Apt Elev <b>599</b>

▼ For inoperative MALS, increase S-LOC 2C Cat A visibility to RVR 5000.  
 Simultaneous approach authorized with RWY 2R.  
 ▲ DME or RADAR REQUIRED. \*\*RVR 1800 authorized with the use of FD or AP or HUD to DA. LOC procedure NA during simultaneous operations.

ATIS <b>135.1</b>	NASHVILLE APP CON 200°- 018° <b>120.6</b> 387.0 019°- 199° <b>127.175</b> 360.7	NASHVILLE TOWER <b>118.6</b> 257.8	GND CON <b>121.9</b> 348.6	CLNC DEL <b>126.05</b>
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Procedure	Turn NA	LRETA BNA [12.5] RADAR	JCKSN BNA [9.3] RADAR	GRRTH BNA [7.8] RADAR	JOSRO BNA [4.5] RADAR	BNA [2] RADAR	TANDS
Procedure NA	Turn NA	LRETA BNA [12.5] RADAR	JCKSN BNA [9.3] RADAR	GRRTH BNA [7.8] RADAR	JOSRO BNA [4.5] RADAR	BNA [2] RADAR	TANDS
**4000	GS 3.00° TCH 60	**3000					
**When assigned by ATC, intercept glidepath at 3000 or 4000.							
	3.1 NM	1.6 NM	3.3 NM	2.5 NM			
CATEGORY	A	B	C	D			
S-ILS 2C	**787/24 200 (200-½)						
S-LOC 2C	1420/40	833 (900-¾)	1420-2 833 (900-2)	1420-2¼ 833 (900-2¼)			
CIRCLING	1420-1 821 (900-1)	1420-1¼ 821 (900-1¼)	1420-2½ 821 (900-2½)	1420-2¾ 821 (900-2¾)			
JOSRO FIX MINIMUMS							
S-LOC 2C	980/24 393 (400-½)				980/40 393 (400-¾)		
CIRCLING	1100-1 501 (600-1)	1120-1½ 521 (600-1½)	1160-2 561 (600-2)				



# ILS or LOC RWY 2L

NASHVILLE INTL (BNA)

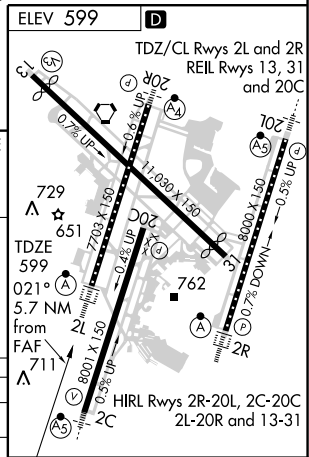
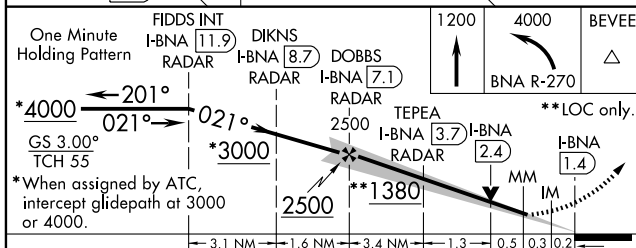
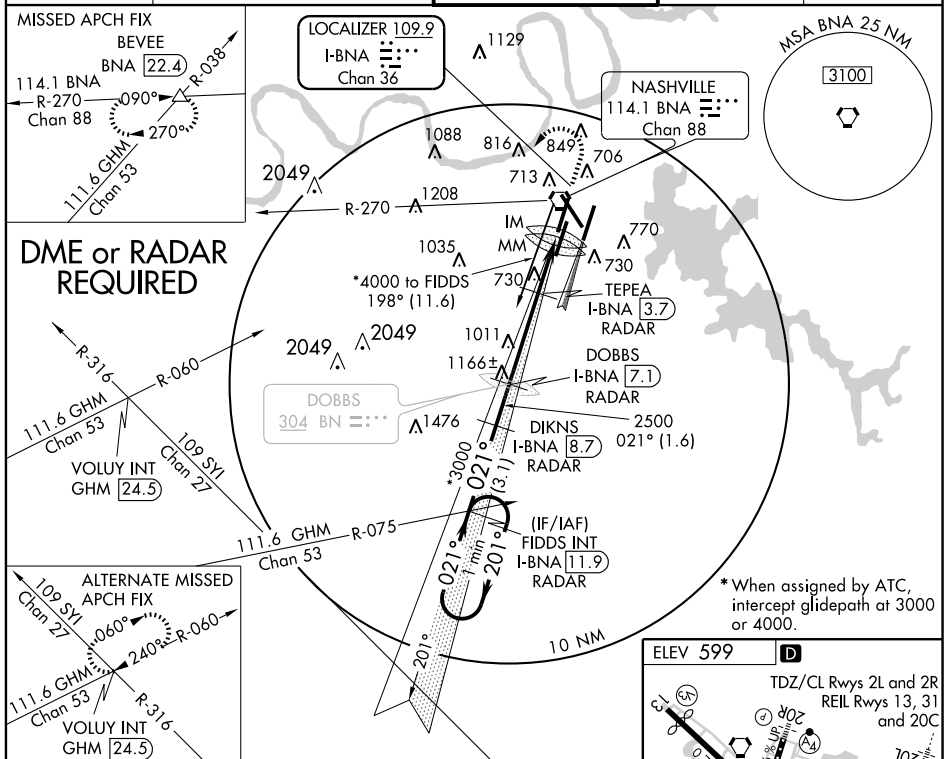
LOC/DME I-BNA <b>109.9</b> Chan <b>36</b>	APP CRS <b>021°</b>	Rwy Idg TDZE Apt Elev <b>7702</b> <b>599</b> <b>599</b>
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Simultaneous approach authorized with Rwy 2R.  
DME or RADAR REQUIRED. LOC procedure NA  
during simultaneous operations.



MISSED APPROACH: Climb to 1200 then  
climbing left turn to 4000 via BNA VORTAC  
R-270 to BEVEE INT/BNA 22.4 DME and hold.

ATIS <b>135.1</b>	NASHVILLE APP CON 200°-018° <b>120.6 387.0</b> 019°-199° <b>127.175 360.7</b>	NASHVILLE TOWER <b>118.6 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.05</b>
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CATEGORY	A	B	C	D
S-ILS 2L	799/18 200 (200-½)			
S-LOC 2L	980/24 381 (400-½)		980/40 381 (400-¾)	
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)	
			1160-2 561 (600-2)	

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

# ILS or LOC RWY 2R

NASHVILLE INTL (BNA)

LOC/DME I-UQU <b>111.75</b> Chan <b>54</b> (Y)	APP CRS <b>021°</b>	Rwy Idg <b>8000</b> TDZE <b>590</b> Apt Elev <b>599</b>
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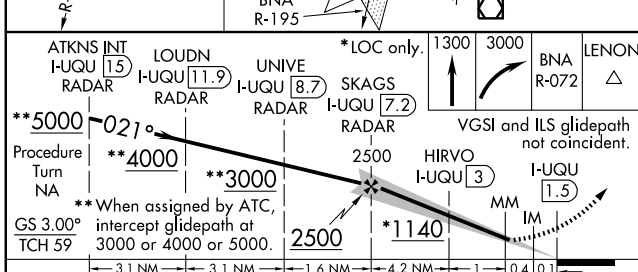
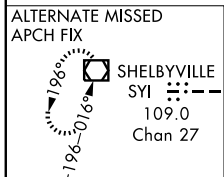
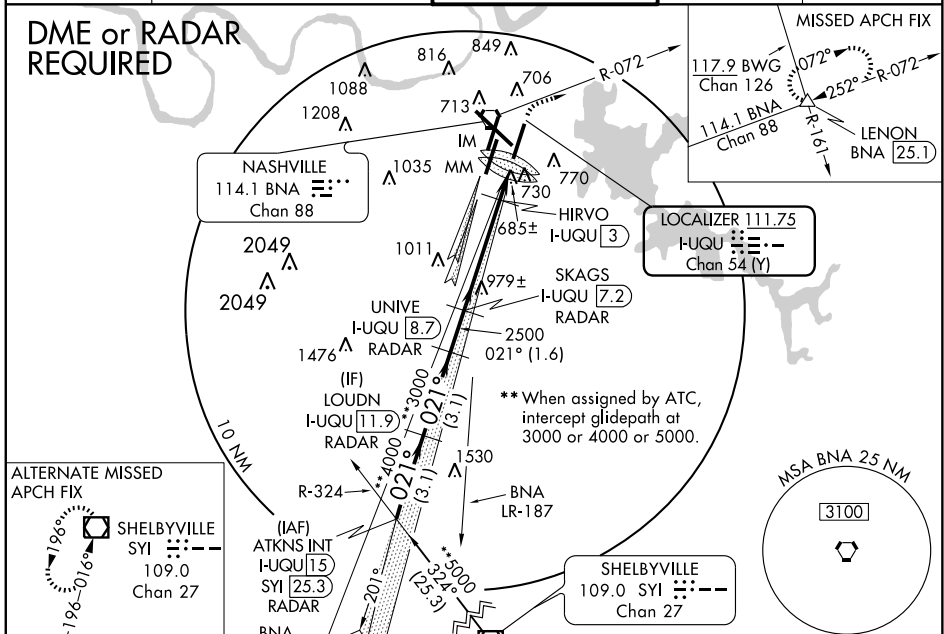
**Simultaneous approach authorized with Rwy 2C or 2L.  
DME or RADAR REQUIRED.  
LOC procedure NA during simultaneous operations.**



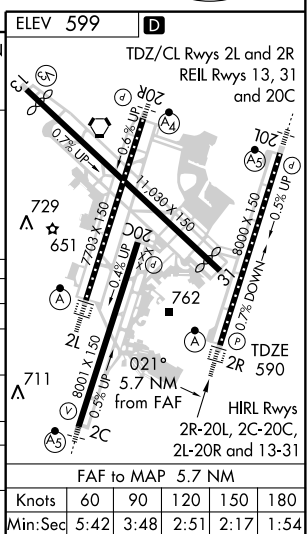
**MISSED APPROACH:** Climb to 1300 then climbing right turn to 3000 via BNA R-072 to LENON INT/BNA 25.1 DME and hold.

ATIS <b>135.1</b>	NASHVILLE APP CON 200°-018° <b>120.6 387.0</b> 019°-199° <b>127.175 360.7</b>	NASHVILLE TOWER <b>118.6 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.05</b>
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## DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 2R	790/18 200 (200-½)			
S-LOC 2R	1140/24	550 (600-½)	1140/50 550 (600-1)	1140/60 550 (600-1¼)
CIRCLING	1140-1	541 (600-1)	1140-1½ 541 (600-1½)	1160-2 561 (600-2)
HIRVO FIX MINIMUMS				
S-LOC 2R	1080/24	490 (500-½)	1080/40 490 (500-¾)	1080/50 490 (500-1)
CIRCLING	1100-1	501 (600-1)	1120-1½ 521 (600-1½)	1160-2 561 (600-2)



LOC/DME I-SSX <b>109.35</b> Chan <b>30</b> (Y)	APP CRS <b>201°</b>	Rwy Idg <b>8000</b> TDZE <b>551</b> Apt Elev <b>599</b>
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# ILS or LOC RWY 20L

Simultaneous approach authorized with Rwy 20R.  
DME or RADAR REQUIRED.  
LOC procedure NA during simultaneous operations.  
\*\*RVR 1800 authorized with the use of FD or AP or HUD to DA

MALSR

**MISSED APPROACH:**  
Climb to 1300 then climbing left turn to 3000 via BNA VORTAC R-072 to LENON INT/BNA 25.1 DME and hold.

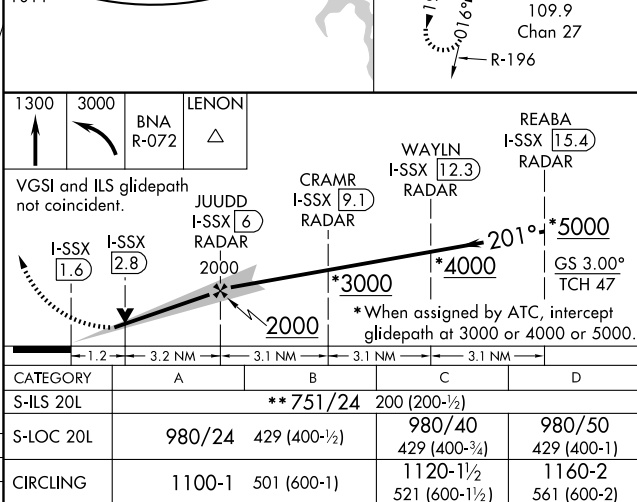
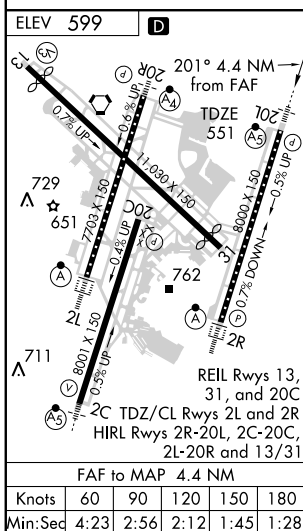
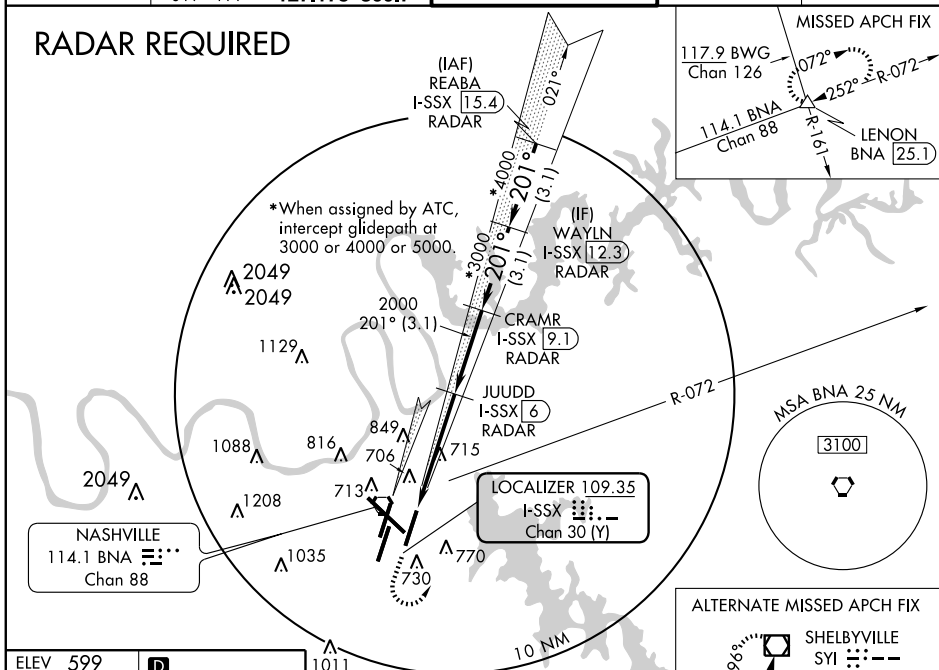
ATIS	NASHVILLE APP CON		
135.1	200°-018°	120.6	387.0
	019°-199°	127.175	360.7

NASHVILLE TOWER  
118.6 257.8

GND CON  
121.9 348.6

CLNC DEL  
126.05

## RADAR REQUIRED



▼

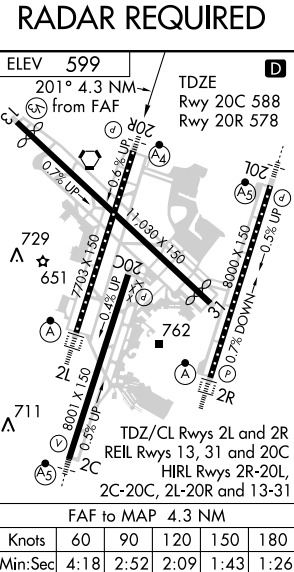
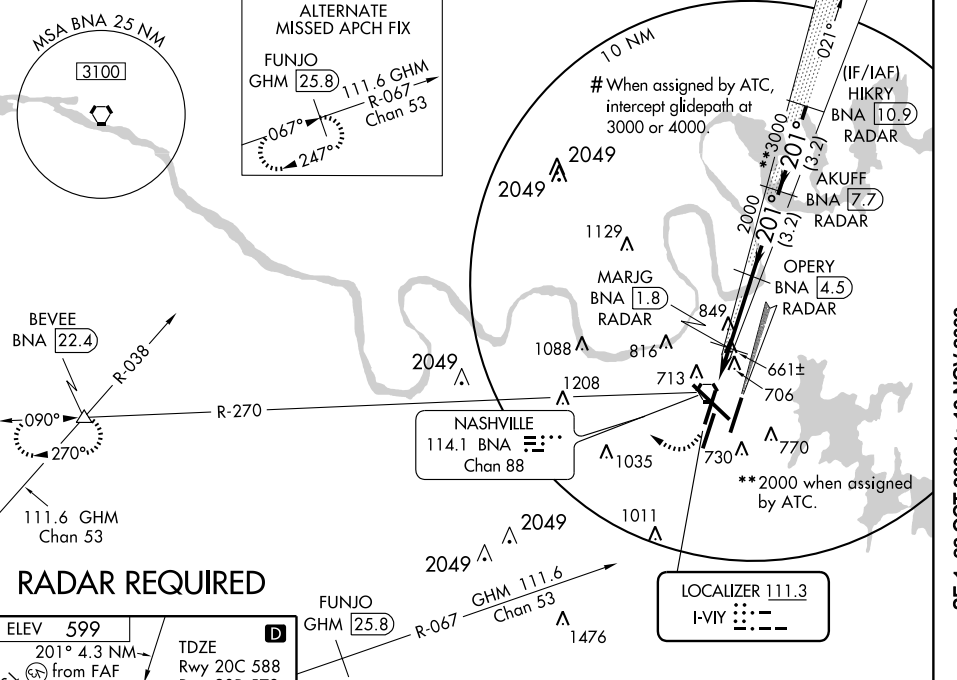
Simultaneous approach authorized with Rwy 20L.  
DME or RADAR REQUIRED.  
LOC procedure NA during simultaneous operations.

MALSF

MISSED APPROACH:

Climb to 1200 then climbing right turn to 4000  
via heading 300° and BNA VORTAC R-270 to  
BEVEE INT/BNA VORTAC 22.4 DME and hold.

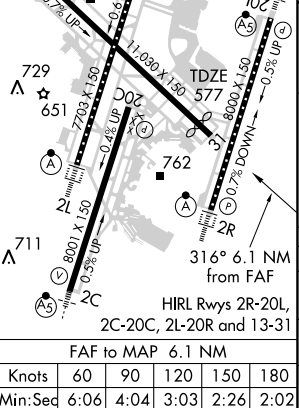
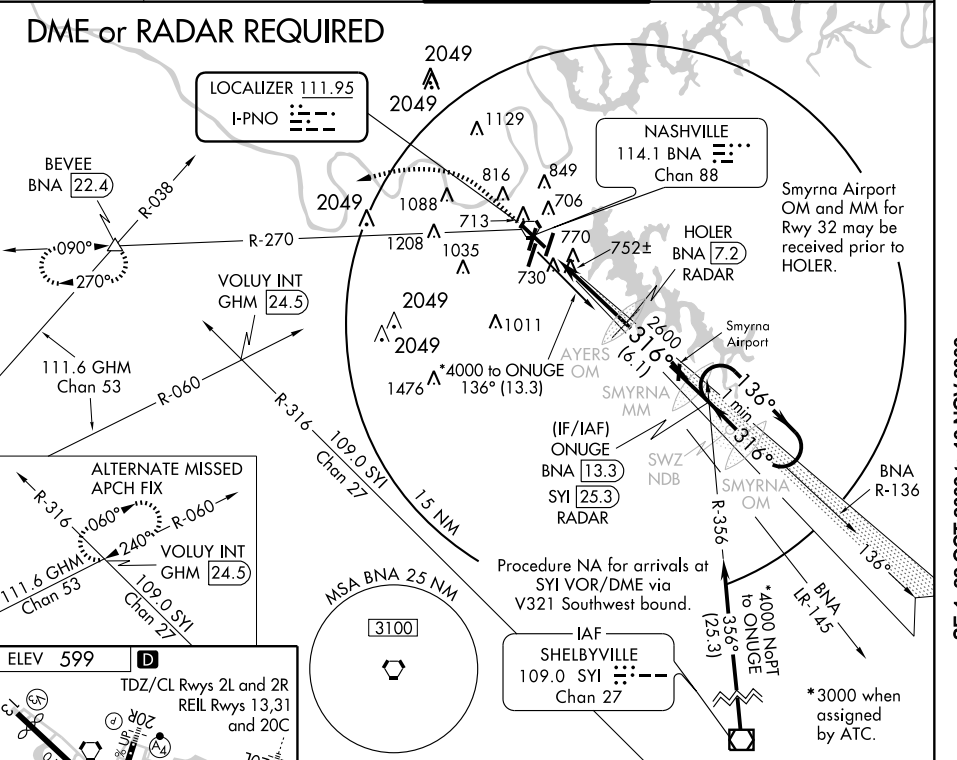
ATIS 135.1	NASHVILLE APP CON 200° - 018° 120.6 387.0 019° - 199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05
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	1200	4000	BNA R-270	BEVEE	VGSI and ILS glidepath not coincident.	HIKRY BNA 10.9 RADAR
	↑	HDG 300°		△		
	**2000 when assigned by ATC.		OPERY BNA 4.5 RADAR	AKUFF BNA 7.7 RADAR	**#4000	GS 3.00° TCH 59
	*LOC only.		BNA 0.3	MARJG BNA 1.8 RADAR	**#3000	# When assigned by ATC, intercept glidepath at 3000 or 4000.
			*1100	2000		
			1.5	2.7 NM	3.2 NM	3.2 NM
CATEGORY	A	B	C	D		
S-ILS 20R	778/40 200 (200-¾)					
S-LOC 20R	920/40 342 (400-¾)			920/60 342 (400-1¼)		
SIDESTEP 20C	960-1 372 (400-1)		960-1½ 372 (400-1½)		960-2 372 (400-2)	
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)		1160-2 561 (600-2)	

SE-1, 22 OCT 2009 to 19 NOV 2009

DME or RADAR REQUIRED.		MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 via BNA R-270 to BEVEE INT/BNA 22.4 DME and hold.		
ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05



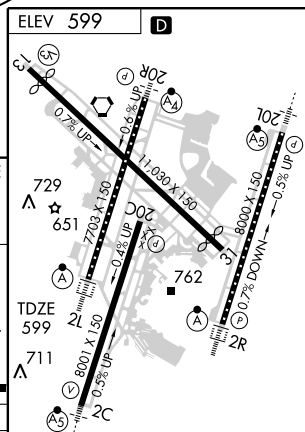
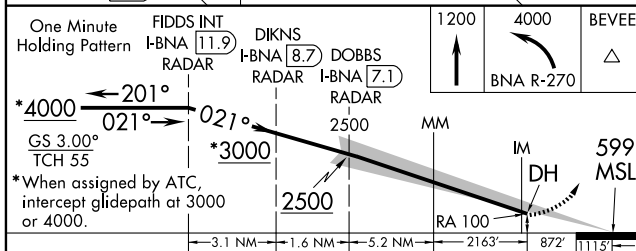
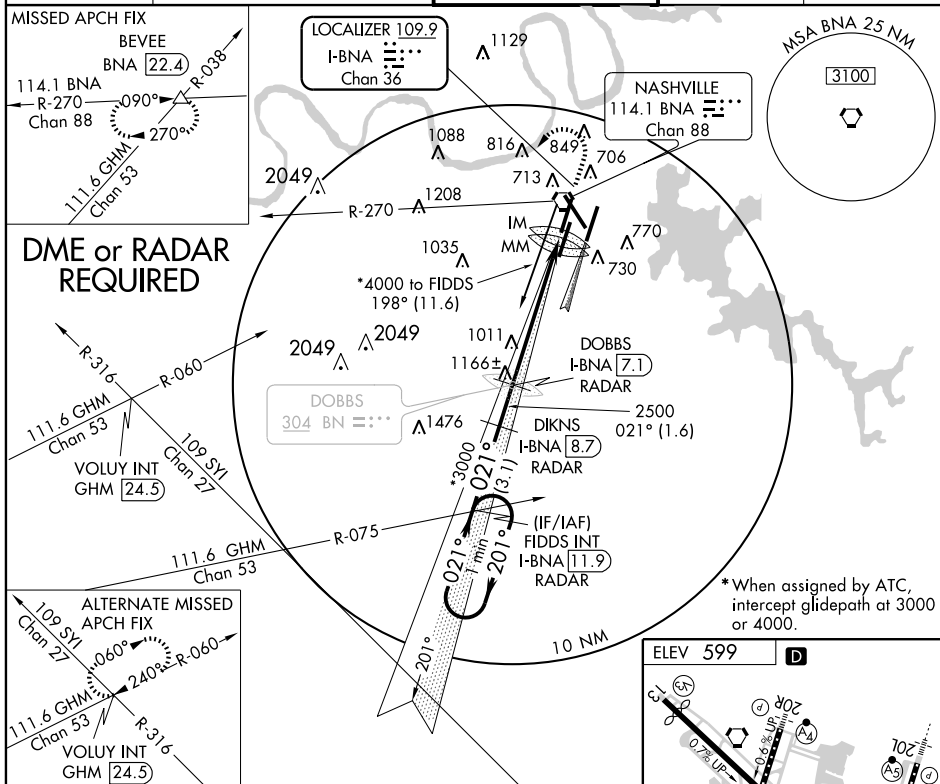
<div>1400</div> <div>4000</div> <div>BEVEE</div> <div>BNA R-270</div> <div>HOLER BNA 7.2 RADAR</div> <div>ONUGE BNA 13.3 RADAR</div> <div>One Minute Holding Pattern</div> <div>136°</div> <div>316°</div> <div>*4000</div> <div>GS 3.00°</div> <div>TCH 52</div> <div>*3000 when assigned by ATC.</div>				
CATEGORY	A	B	C	D
S-ILS 31	777-3/4 200 (200-3/4)			
S-LOC 31	1020-1	443 (500-1)	1020-1 1/4 443 (500-1 1/4)	1020-1 1/2 443 (500-1 1/2)
CIRCLING	1100-1	501 (600-1)	1120-1 1/2 521 (600-1 1/2)	1160-2 561 (600-2)

SE-1: 22 OCT 2009 to 19 NOV 2009

LOC/DME I-BNA <b>109.9</b> Chan <b>36</b>	APP CRS <b>021°</b>	Rwy Idg TDZE Apt Elev <b>7702</b> <b>599</b> <b>599</b>
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# ILS RWY 2L (CAT II) NASHVILLE INTL (BNA)

<div><div></div><div>Simultaneous approach authorized with Rwy 2R. DME or RADAR REQUIRED.</div></div>		<div><div>ALSF-2</div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div><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CATEGORY	A	B	C	D
S-ILS 2L		699/12	100 RA 100	

HIRL Rwy 2R-20L, 2C-20C  
2L-20R and 13-31  
TDZ/CL Rwy 2L and 2R  
REIL Rwy 13, 31 and 20C

**CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**

LOC/DME I-BNA <b>109.9</b> Chan <b>36</b>	APP CRS <b>021°</b>	Rwy Idg <b>7702</b> TDZE <b>599</b> Apt Elev <b>599</b>
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ILS RWY 2L (CAT III)  
NASHVILLE INTL (BNA)

**T** Simultaneous approach authorized with Rwy 2R.  
DME or RADAR REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via BNA VORTAC R-270 to BEVEE INT/BNA 22.4 DME and hold.

ATIS <b>135.1</b>	NASHVILLE APP CON 200°-018° <b>120.6 387.0</b> 019°-199° <b>127.175 360.7</b>
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NASHVILLE TOWER  
118.6 257.8

GND CON  
121.9 348.6

CLNC DEL

MISSED APCH FIX

LOCALIZER 109.9  
I-BNA  
Chan 36

NASHVILLE  
114.1 BNA   
Chan 88

MSA BNA 25 NM

DME or RADAR  
REQUIRED

R-316  
 111.6 GHM  
 Chan 53  
 VOLUY INT  
 GHM 24.5  
 R-060  
 109.5 SYL  
 Chan 27

DOB  
304 BN

DOBBS  
-BNA 7.1  
RADAR  
2500  
S 021° (1.6)

(IF/IAF)  
FIDS INT  
BNA 11.9  
RADAR

\* When assigned by ATC, intercept glidepath at 3000 or 4000.

One Minute Holding Pattern

FIDDS INT 11.9 I-BNA RADAR

DIKNS 8.7 I-BNA RADAR

DOBBS 7.1 I-BNA RADAR

BEVEE  $\Delta$

BNA R-270

\*4000  $\leftarrow 201^\circ$   $021^\circ \rightarrow$  021°

GS 3.00° TCH 55

\*3000

2500

813

702

599 MSL

\*When assigned by ATC, intercept glidepath at 3000 or 4000.

CATEGORY	A	B	C	D
S-ILS 2L		CAT IIIA	RVR 07	
S-ILS 2L		CAT IIIB	RVR 06	
S-ILS 2L		CAT IIIC	NA	

CATEGORY III ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

[illegible]



LOC/DME I-UQU <b>111.75</b> Chan <b>54</b> (Y)	APP CRS <b>021°</b>	Rwy Idg <b>8000</b> TDZE <b>590</b> Apt Elev <b>599</b>
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ILS RWY 2R (CAT II)  
NASHVILLE INTL (BNA)

**T** Simultaneous approach authorized with Rwy 2C or 2L.  
DME or RADAR REQUIRED.

ALSF-2

**MISSED APPROACH:** Climb to 1300 then climbing right turn to 3000 via BNA R-072 to LENON INT/BNA 25.1 DME and hold.

ATIS  
135.1

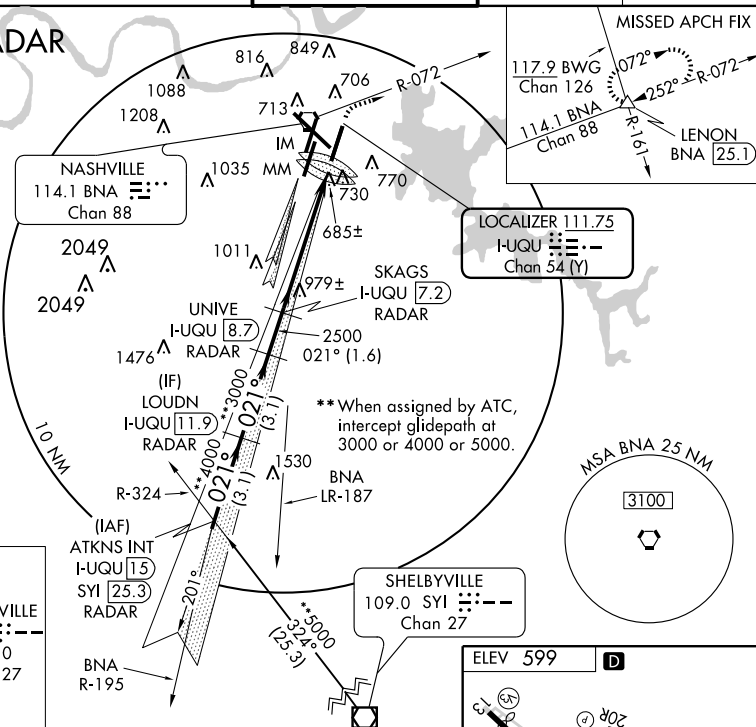
NASHVILLE APP CON		
200°-018°	<b>120.6</b>	<b>387.0</b>
019°-199°	<b>127.175</b>	<b>360.7</b>

NASHVILLE TOWER  
118.6 257.8

GND CON  
121.9 348.6

CLNC DEL  
126.05

DME or RADAR  
REQUIRED



ALTERNATE MISSED  
APCH FIX

196  
5%  
SHELBYVILLE  
SYI ::--  
1000

ATKNS INT I-UQU 15 RADAR

LOUDN I-UQU 11.9 RADAR

UNIVE I-UQU 8.7 RADAR

\*\*5000

021°

Procedure Turn NA

\*\*4000

\*\*3000

\*\* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000

GS 3.00°

TCH 59

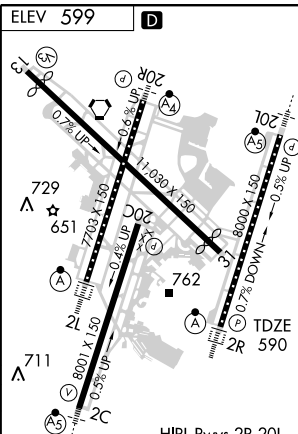
250

1300 ↑	3000 ↗	BNA R-072	LENON △
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VGSI and ILS glidepath  
not coincident.

CATEGORY	A	B	C	D
S-ILS 2R	690/12 100 RA 116			

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL Rwy 2R-20L  
2C-20C, 2L-20R and 13-31  
TDZ/CL Rwy 2L and 2R  
REIL Rwy 13, 31  
and 20C

# ILS RWY 2R (CAT III)

## NASHVILLE INTL (BNA)

LOC/DME I-UQU <b>111.75</b> Chan <b>54</b> (Y)	APP CRS <b>021°</b>	Rwy Idg TDZE Apt Elev <b>8000</b> <b>590</b> <b>599</b>
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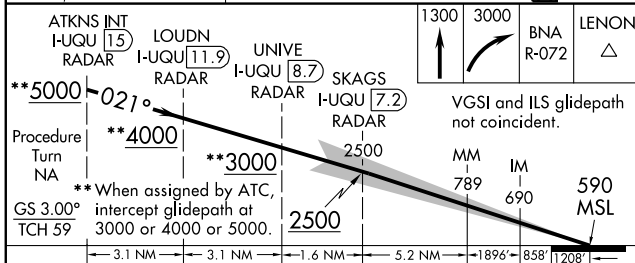
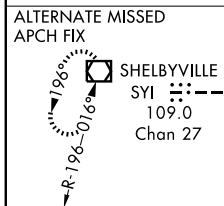
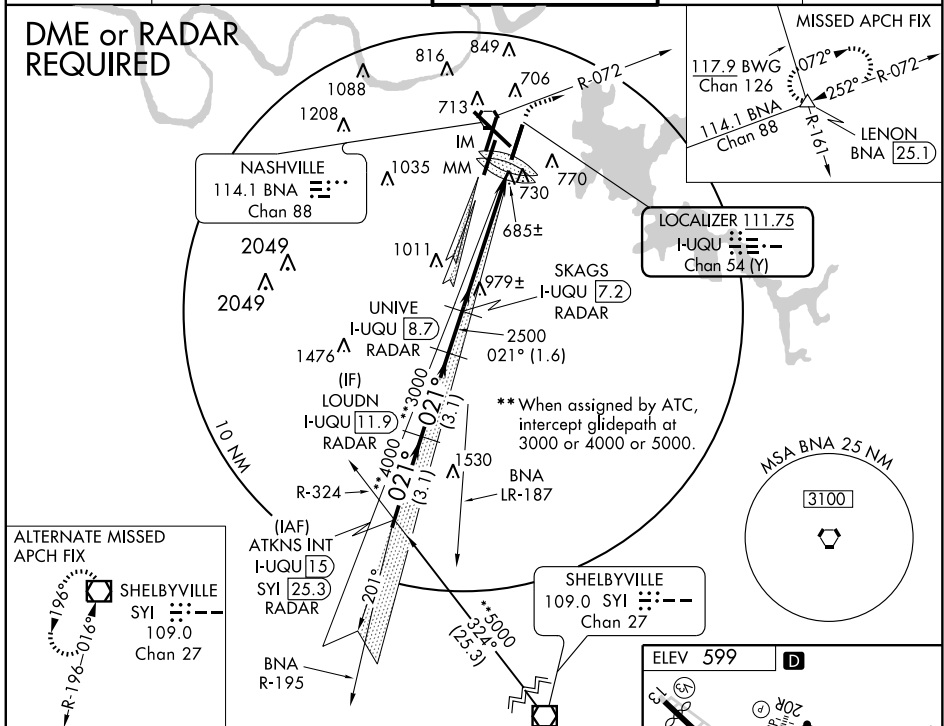
Simultaneous approach authorized with Rwy 2C or 2L.  
DME or RADAR REQUIRED.



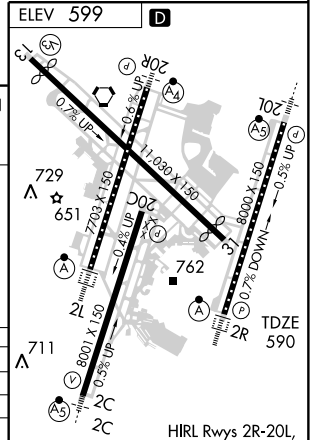
MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via BNA R-072 to LENON INT/BNA 25.1 DME and hold.

ATIS <b>135.1</b>	NASHVILLE APP CON 200°-018° <b>120.6 387.0</b> 019°-199° <b>127.175 360.7</b>	NASHVILLE TOWER <b>118.6 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.05</b>
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**DME or RADAR REQUIRED**



CATEGORY	A	B	C	D
S-ILS 2R		CAT IIIA	RVR 07	
S-ILS 2R		CAT IIIB	RVR 06	
S-ILS 2R		CAT IIIC	NA	



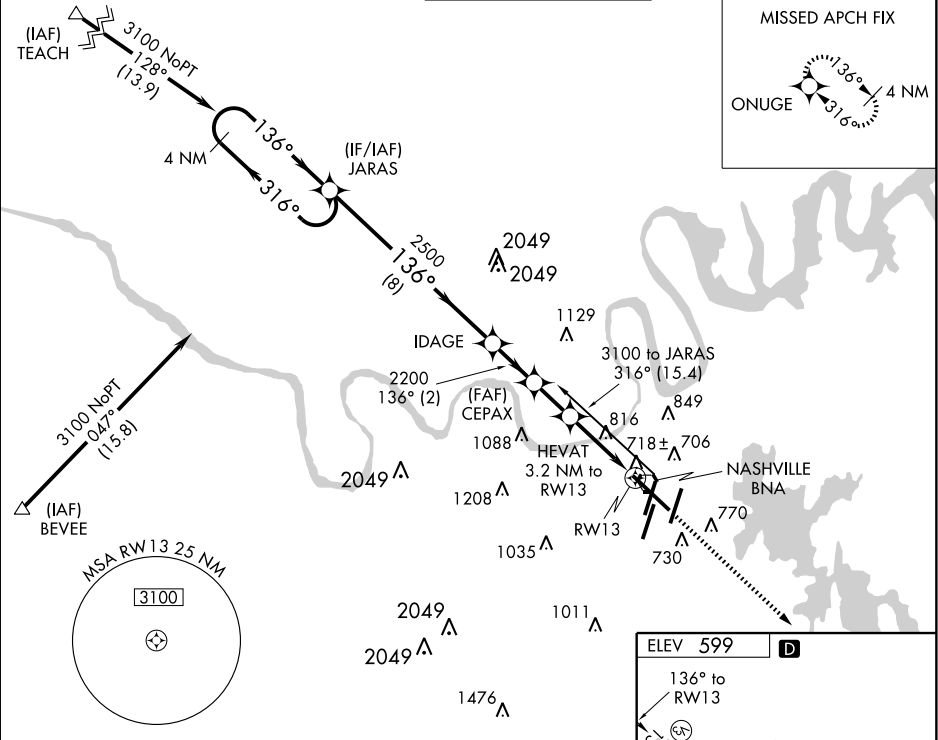
**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

HIRL Rwy 2R-20L,  
2C-20C, 2L-20R and 13-31  
TDZ/CL Rwy 2L and 2R  
REIL Rwy 13,31  
and 20C

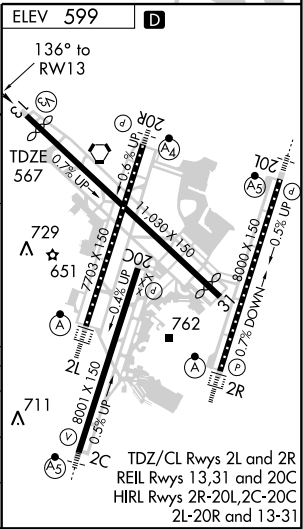
For uncompensated Baro-VNAV systems, LNAV/VNAV  
NA below -16°C (4°F) or above 47°C (116°F).  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to  
3000 direct ONUGE and hold.

ATIS 135.1	NASHVILLE APP CON 200°-018° 120.6 387.0 019°-199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05
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4 NM Holding Pattern		JARAS	VGSI and RNAV glidepath not coincident.		3000	ONUGE
3100		316°	136°	2500	*LNAV only.	
GS 3.00°		TCH 55		2200	*1.3 NM to RW13	
		8 NM	2 NM	1.8 NM	1.9 NM	1.3
CATEGORY	A	B	C	D		
LNAV/VNAV DA	968-1½		401 (400-1½)			
LNAV MDA	1080-1	513 (500-1)	1080-1½	513 (500-1½)	1080-1¾	513 (500-1¾)
CIRCLING	1100-1	501 (600-1)	1120-1½	521 (600-1½)	1160-2	561 (600-2)

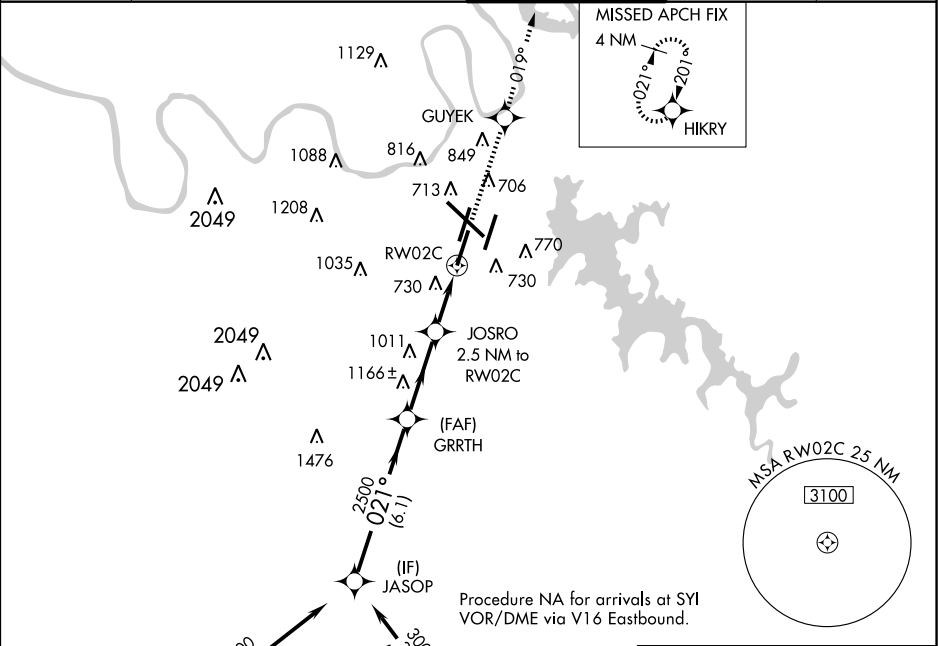


For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

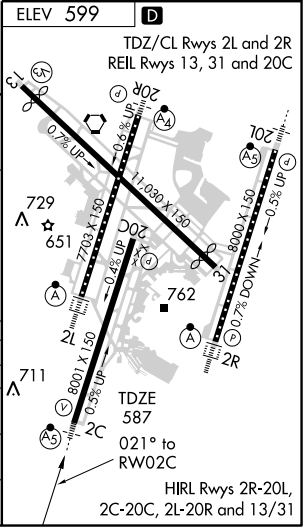
MALSR

MISSED APPROACH: Climb to 4000 direct GUYEK and via track 019° to HIKRY and hold, continue climb-in-hold to 4000.

ATIS <b>135.1</b>	NASHVILLE APP CON 200°-018° <b>120.6 387.0</b> 019°-199° <b>127.175 360.7</b>	NASHVILLE TOWER <b>118.6 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.05</b>
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JASOP		VGSi and RNAV glidepath not coincident.		4000	GUYEK	TRK 019°	HIKRY
3000		GRTH	2500	JOSRO 2.5 NM to RW02C	*LNAV only.		
Procedure Turn NA		021°	2500	*1.2 NM to RW02C	RW02C		
GS 3.00°		6.1 NM	3.3 NM	1.3 NM	1.2		
TCH 60		A	B	C	D		
CATEGORY		787/24		200 (200-1/2)			
LPV DA		1041/50		454 (500-1)			
LNAV/VNAV DA		980/24		393 (400-1/2)		980/50 393 (400-1)	
LNAV MDA		1100-1		501 (600-1)		1120-1 1/2 521 (600-1/2)	
CIRCLING						1160-2 561 (600-2)	



WAAS CH <b>42713</b> <b>W02A</b>	APP CRS <b>021°</b>	Rwy Idg TDZE Apt Elev	<b>7702</b> <b>599</b> <b>599</b>
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# RNAV (GPS) Y RWY 2L

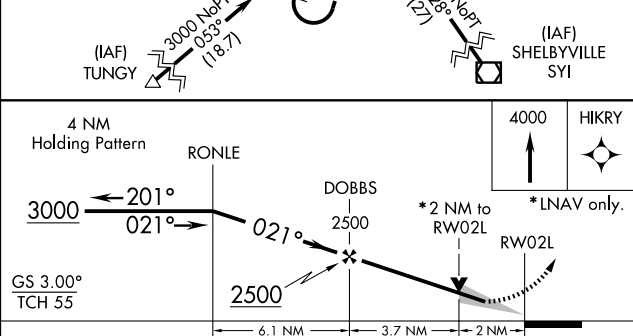
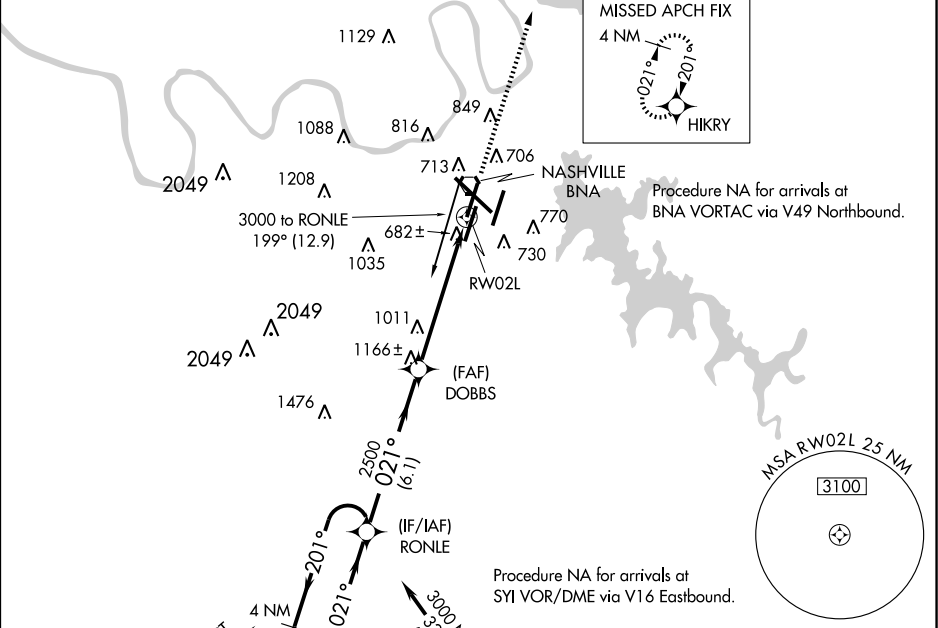
NASHVILLE INTL (BNA)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).  
▲ DME/DME RNP-0.3 NA.

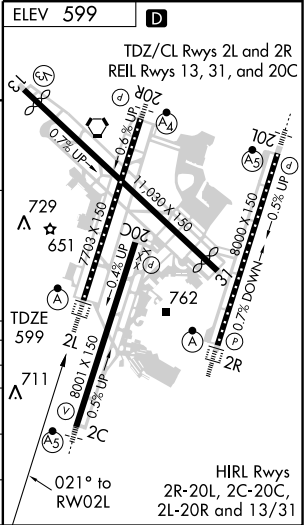
ALSF-2  
A

MISSED APPROACH: Climb to 4000 direct HIKRY and hold, continue climb-in-hold to 4000.

ATIS <b>135.1</b>	NASHVILLE APP CON 200°-018° <b>120.6 387.0</b> 019°-199° <b>127.175 360.7</b>	NASHVILLE TOWER <b>118.6 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.05</b>
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CATEGORY	A	B	C	D
LPV DA		799/24	200 (200-1/2)	
LNAV/VNAV DA		999/40	400 (400-3/4)	
LNAV MDA	1280/24	681 (700-1/2)	1280-1 1/2 681 (700-1 1/2)	1280-1 3/4 681 (700-1 3/4)
CIRCLING	1280-1	681 (700-1)	1280-2 681 (700-2)	1280-2 1/4 681 (700-2 1/4)



▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSIF-2

MISSED APPROACH: Climb to 3000 direct WAYLN and hold.

ATIS

135.1

NASHVILLE APP CON

200° - 018° 120.6 387.0

019° - 199° 127.175 360.7

NASHVILLE TOWER

118.6 257.8

GND CON

121.9 348.6

CLNC DEL

126.05

Procedure NA for arrivals at BNA VORTAC via V49 Northbound.

MISSED APCH FIX

MSA RW02R 25 NM

Procedure NA for arrivals at SYI VOR/DME via V16 Eastbound.

ELEV 599

D

TDZ/CL Rwy 2L and 2R

REIL Rwy 13, 31, and 20C

HIRL Rwy 2L-20L, 2C-20C, 2L-20R and 13/31

4 NM Holding Pattern

ATKNS

LOUDN

VGSI and RNAV glidepath not coincident.

3000

WAYLN

\*LNAV only.

CATEGORY	A	B	C	D
LPV DA	790/24 200 (200-1/2)			
LNAV/VNAV DA	1070/60 480 (500-1/4)			
LNAV MDA	1140/24 550 (600-1/2)	1140/50 550 (600-1)	1140/60 550 (600-1/4)	
CIRCLING	1140-1 541 (600-1)	1140-1/2 541 (600-1/2)	1160-2 561 (600-2)	

SE-1: 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	8000
CH 49013	201°	TDZE	551
W20D		Apt Elev	599

▼

For uncompensated Baro-VNAV systems, LNAV/VNAV  
NA below -16°C (4°F) or above 47°C (116°F).  
DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to  
3000 direct ATKNS and hold.

ATIS 135.1	NASHVILLE APP CON 200°-018° 120.6 387.0 019°-199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05
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MISSED APCH FIX

ATKNS

4 NM

3000

↑

ATKNS

VGSI and RNAV glidepath  
not coincident.

WAYLN

4 NM

Holding Pattern

\*LNAV only.

JUDD

2000

201°

201°

3000

GS 3.00°

TCH 47

1.2 NM

3.2 NM

6.3 NM

CATEGORY	A	B	C	D
LPV DA		751/24	200 (200-1/2)	
LNAV/VNAV DA		1019/60	468 (500-1 1/4)	
LNAV MDA	980/24	429 (400-1/2)	980/40 429 (400-3/4)	980/50 429 (400-1)
CIRCLING	1100-1	501 (600-1)	1120-1 1/2 521 (600-1 1/2)	1160-2 561 (600-2)

SE-1: 22 OCT 2009 to 19 NOV 2009

WAAS  
CH 78411  
W20A

APP CRS  
201°

Rwy Idg  
TDZE  
Apt Elev

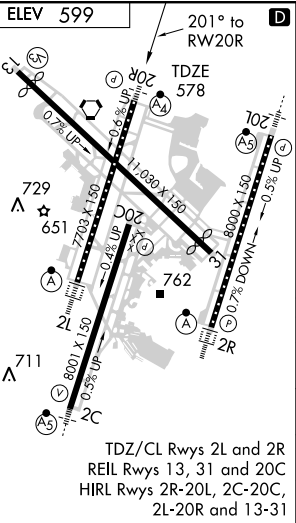
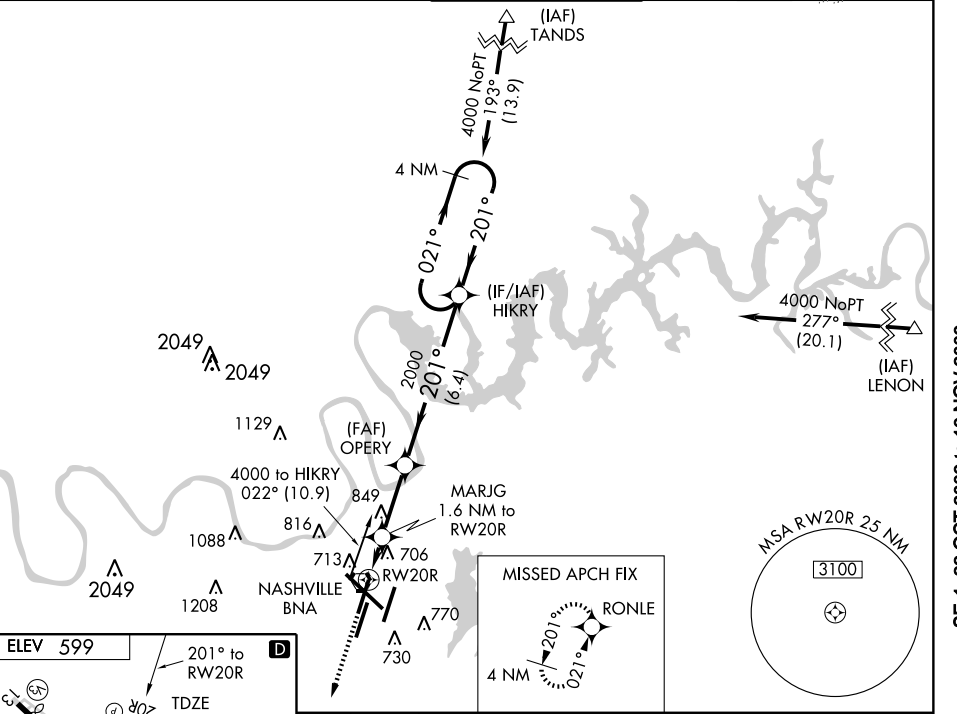
7702  
578  
599

INoperative table does not apply to LNAV/VNAV all Cats or LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSF  
4

MISSED APPROACH: Climb to 3000 direct RONLE and hold.

ATIS 135.1	NASHVILLE APP CON 200° - 018° 120.6 387.0 019° - 199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05
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3000 RONLE				
VGSI and RNAV glidepath not coincident.				
MARJG OPERY				
1.6 NM to RW20R				
*1.1 NM to RW20R				
*1100				
1.1 NM 0.5 2.7 NM 6.4 NM				
CATEGORY	A	B	C	D
LPV DA	778/40 200 (200-¾)			
LNAV/VNAV DA	1015-1½ 437 (500-1½)			
LNAV MDA	980/40	402 (400-¾)	980/60	402 (400-1¼)
CIRCLING	1100-1	501 (600-1)	1120-1½ 521 (600-1½)	1160-2 561 (600-2)



WAAS CH <b>65913</b> <b>W31A</b>	APP CRS <b>316°</b>	Rwy Idg <b>9487</b> TDZE <b>577</b> Apt Elev <b>599</b>
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RNAV (GPS) Y RWY 31  
NASHVILLE INTL (BNA)

NASHVILLE INTL (BNA)



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).  
DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 3100 direct JARAS and hold.

ATIS  
135.1

NASHVILLE APP CON		
200°-018°	<b>120.6</b>	<b>387.0</b>
019°-199°	<b>127.175</b>	<b>360.7</b>

NASHVILLE TOWER  
118.6 257.8

GND CON  
121.9 348.6

CLNC DEL  
**126.05**

MISSED APCH FIX



### Procedure NA for arrivals at BNA VORTAC via V49 Northbound

MSA RW 31 25 NM

3100

ELEV 599

DZ/CL Rwy 2L and 2R  
Rwys 13, 31, and 20C

3100	JARAS
	

\*LNAV only.

HOLER

ONUGF

### Holding Pattern

$$\begin{array}{r} 150 \\ -316^\circ \\ \hline 3000 \end{array}$$
$$\frac{\text{GS } 3.00^\circ}{\text{TCH } 52}$$

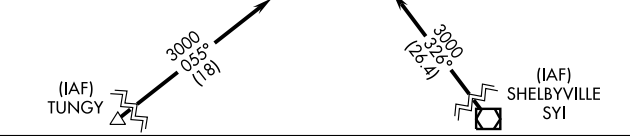
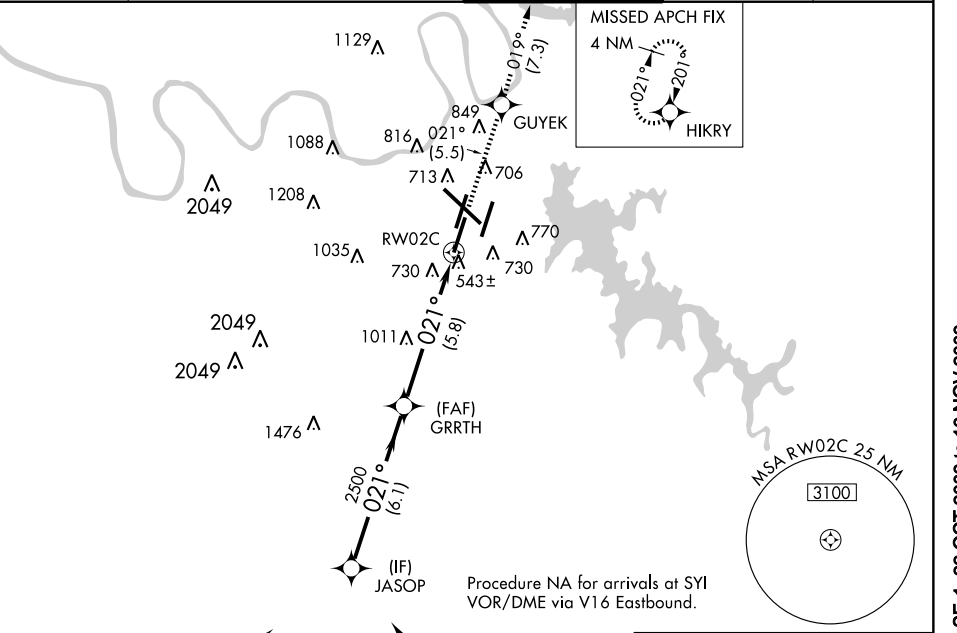
CATEGORY	A	B	C	D
LPV DA	777- <sup>3</sup> / <sub>4</sub>		200 (200- <sup>3</sup> / <sub>4</sub> )	
LNAV/ VNAV DA	1060-1 <sup>3</sup> / <sub>4</sub>		483 (500-1 <sup>3</sup> / <sub>4</sub> )	
LNAV MDA	1060-1	483 (500-1)	1060-1 <sup>1</sup> / <sub>4</sub> 483 (500-1 <sup>1</sup> / <sub>4</sub> )	1060-1 <sup>1</sup> / <sub>2</sub> 483 (500-1 <sup>1</sup> / <sub>2</sub> )
CIRCLING	1100-1	501 (600-1)	1120-1 <sup>1</sup> / <sub>2</sub> 521 (600-1 <sup>1</sup> / <sub>2</sub> )	1160-2 561 (600-2)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (118°F). For inoperative MALS, increase RNP 0.20 visibility to RVR 5000 all Cats, RNP 0.30 visibility to 1¾ all Cats.

MALSRA5

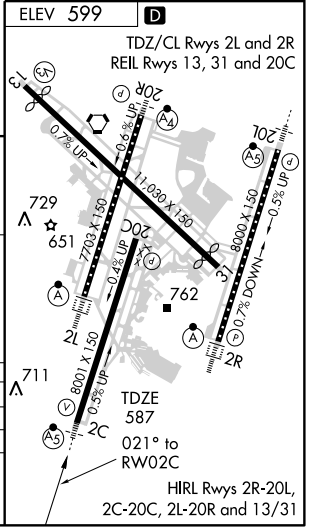
MISSED APPROACH: Climb to 4000 via track 021° to GUYEK and via track 019° to HIKRY and hold, continue climb-in-hold to 4000.

ATIS 135.1	NASHVILLE APP CON 200°-018° 120.6 387.0 019°-199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05
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Procedure Turn NA	JASOP	GRRTH	GUYEK	HIKRY
GP 3.00° TCH 60	3000	2500	4000	4000
	021°	021°	021°	019°
	6.1 NM	5.8 NM		
CATEGORY	A	B	C	D
RNP 0.20 DA	884/24	297 (300-½)		
RNP 0.30 DA	1078/60	491 (500-1¼)		

SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED

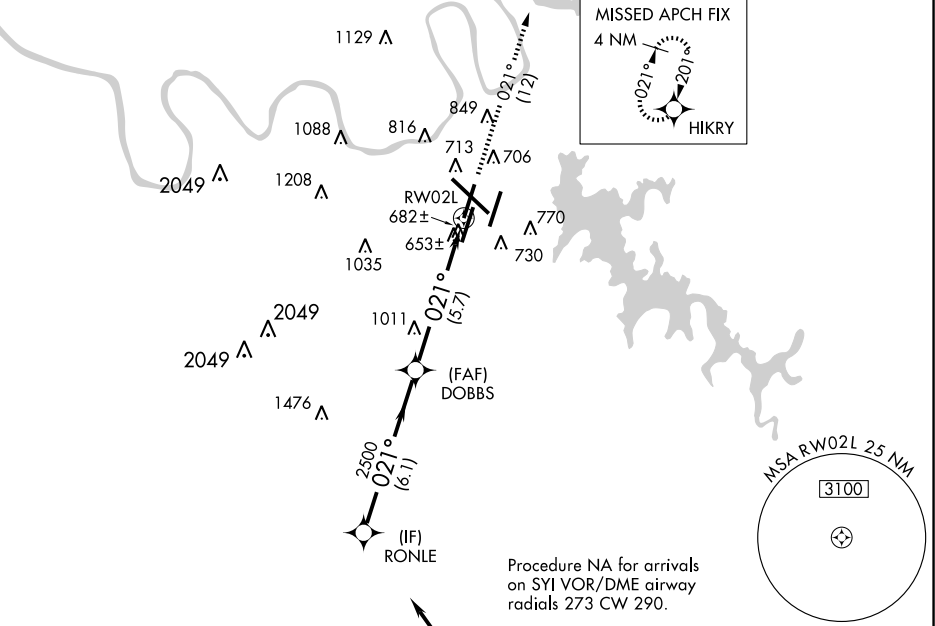


GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (117°F). For inoperative ALSF, increase RNP 0.20 visibility to RVR 5000 all Cats, RNP 0.30 visibility to 1½ all Cats.

ALSF-2

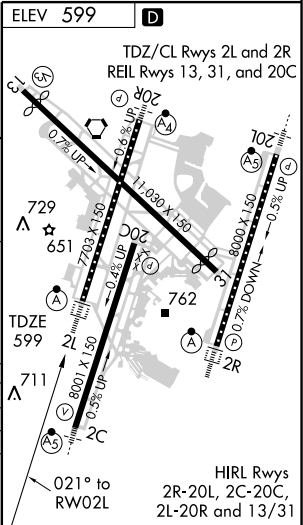
MISSED APPROACH: Climb to 4000 via track 021° to HIKRY and hold, continue climb-in-hold to 4000.

ATIS 135.1	NASHVILLE APP CON 200°-018° 120.6 387.0 019°-199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05
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Procedure Turn NA	RONLE	DOBBS	4000	HIKRY
GP 3.00° TCH 55	3000	2500	TRK 021°	
	6.1 NM	5.7 NM		
CATEGORY	A	B	C	D
RNP 0.20 DA	927/24	328 (400-½)		
RNP 0.30 DA	1009/40	410 (500-¾)		

SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED



# RNAV (RNP) Z RWY 2R NASHVILLE INTL (BNA)

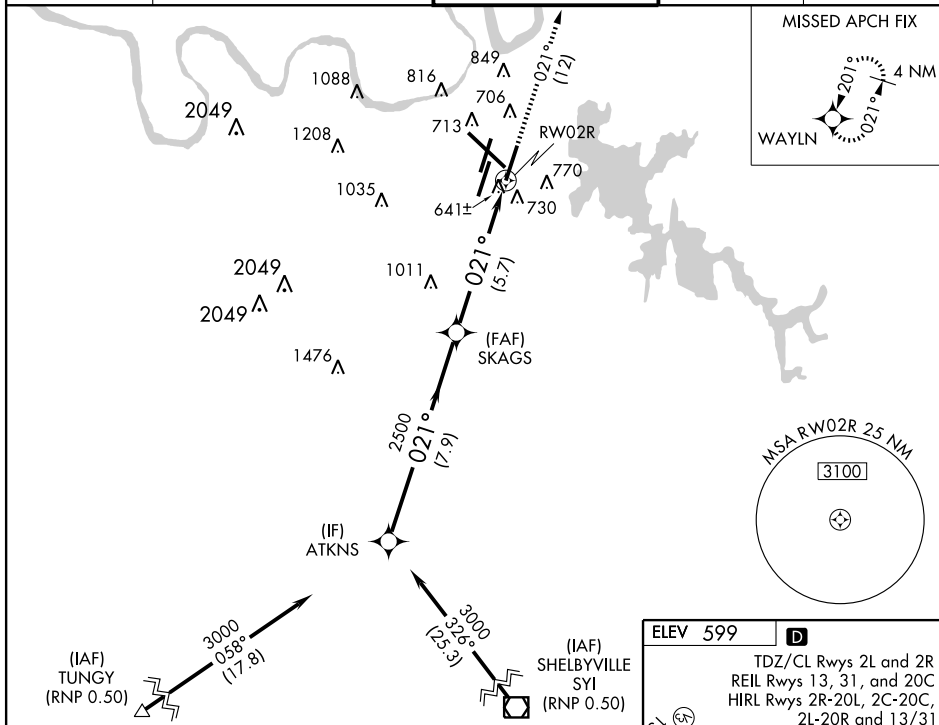
**▽** For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (118°F). For inoperative ALSF, increase RNP 0.30 visibility to 1½ all Cats. When VGSI inop, procedure NA at night. GPS Required.

ALSF-2



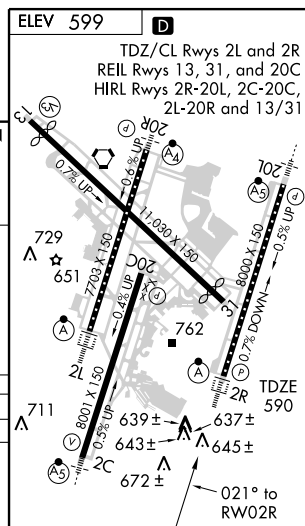
**MISSED APPROACH:**  
 Climb to 3000 via track 021° to WAYLN and hold.

ATIS <b>135.1</b>	NASHVILLE APP CON 200°-018° <b>120.6 387.0</b> 019°-199° <b>127.175 360.7</b>	NASHVILLE TOWER <b>118.6 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.05</b>
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Procedure Turn NA	ATKNS	VGSI and RNAV glidepath not coincident.	3000	WAYLN
GP 3.00° TCH 59	3000	021°	2500	7.9 NM
			2500	5.7 NM
CATEGORY	A	B	C	D
RNP 0.30 DA		1026/50	436 (500-1)	

**SPECIAL AIRCRAFT & AIRCREW  
 AUTHORIZATION REQUIRED**





APP CRS <b>201°</b>	Rwy Idg TDZE Apt Elev	<b>7702</b> <b>578</b> <b>599</b>
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RNAV (RNP) Z RWY 20R  
NASHVILLE INTL (BNA)

NASHVILLE INTL (BNA)

**▼ GPS Required.** For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (118°F). For inoperative MALSf, increase RNP 0.18\* visibility to RVR 6000 all Cats, RNP 0.30 visibility to 1½ all Cats.  
\* RNP 0.18 missed approach requires minimum climb of 350 feet per NM to 1100.

MAISE

The diagram shows a 4-qubit system. The first qubit is a control qubit, represented by a circle with a dot and the label  $A_4$ . The second qubit is a target qubit, represented by a circle with a dot and the label  $A_4$ . The third and fourth qubits are also represented by circles with dots, but they are not labeled. The control qubit is connected to the target qubit by a horizontal line, and the target qubit is connected to the third and fourth qubits by horizontal lines.

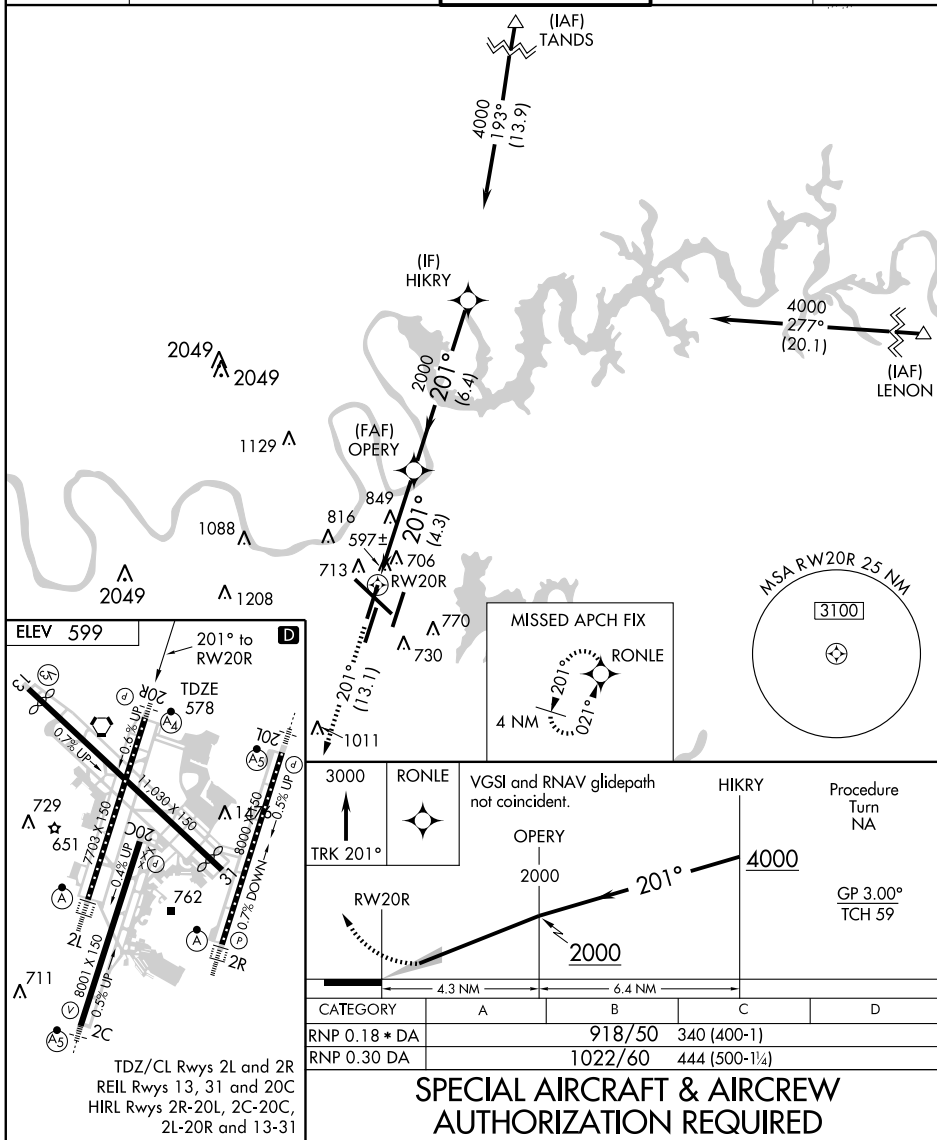
**MISSED APPROACH:** Climb to 3000 via track 201° to RONLE and hold

ATIS  
135.1

NASHVILLE APP CON		
200°-018°	<b>120.6</b>	<b>387.0</b>
019°-199°	<b>127.175</b>	<b>360.7</b>

NASHVILLE TOWER  
**118.6 257.8**

GND CON  
121.9 348.6

CLNC DEL  
**126.05**

SE-1. 22 OCT 2009 to 19 NOV 2009

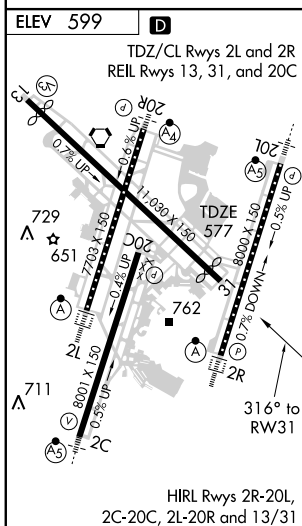
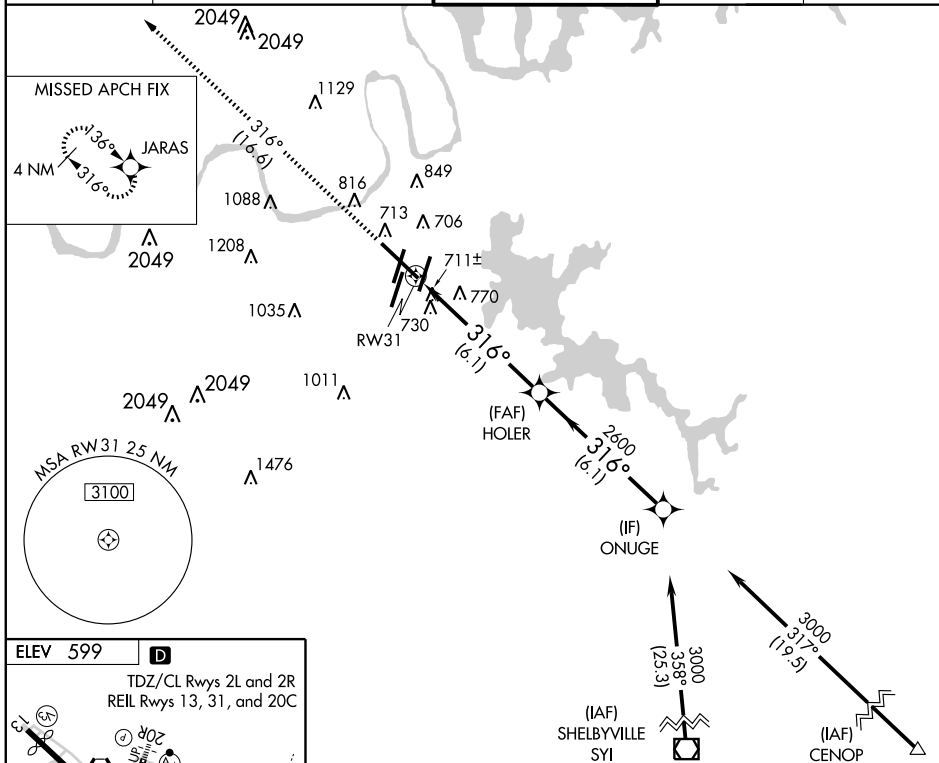
APP CRS	Rwy Idg	<b>9487</b>
<b>316°</b>	TDZE	<b>577</b>
	Apt Elev	<b>599</b>



# RNAV (RNP) Z RWY 31

NASHVILLE INTL (BNA)

<p><b>GPS Required.</b> For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (118°F). *RNP 0.25 missed approach requires minimum climb of 423 feet per NM to 1100. RNP 0.25 minimums NA at night.</p>	<p><b>MISSED APPROACH:</b> Climb to 3100 via track 316° to JARAS and hold.</p>
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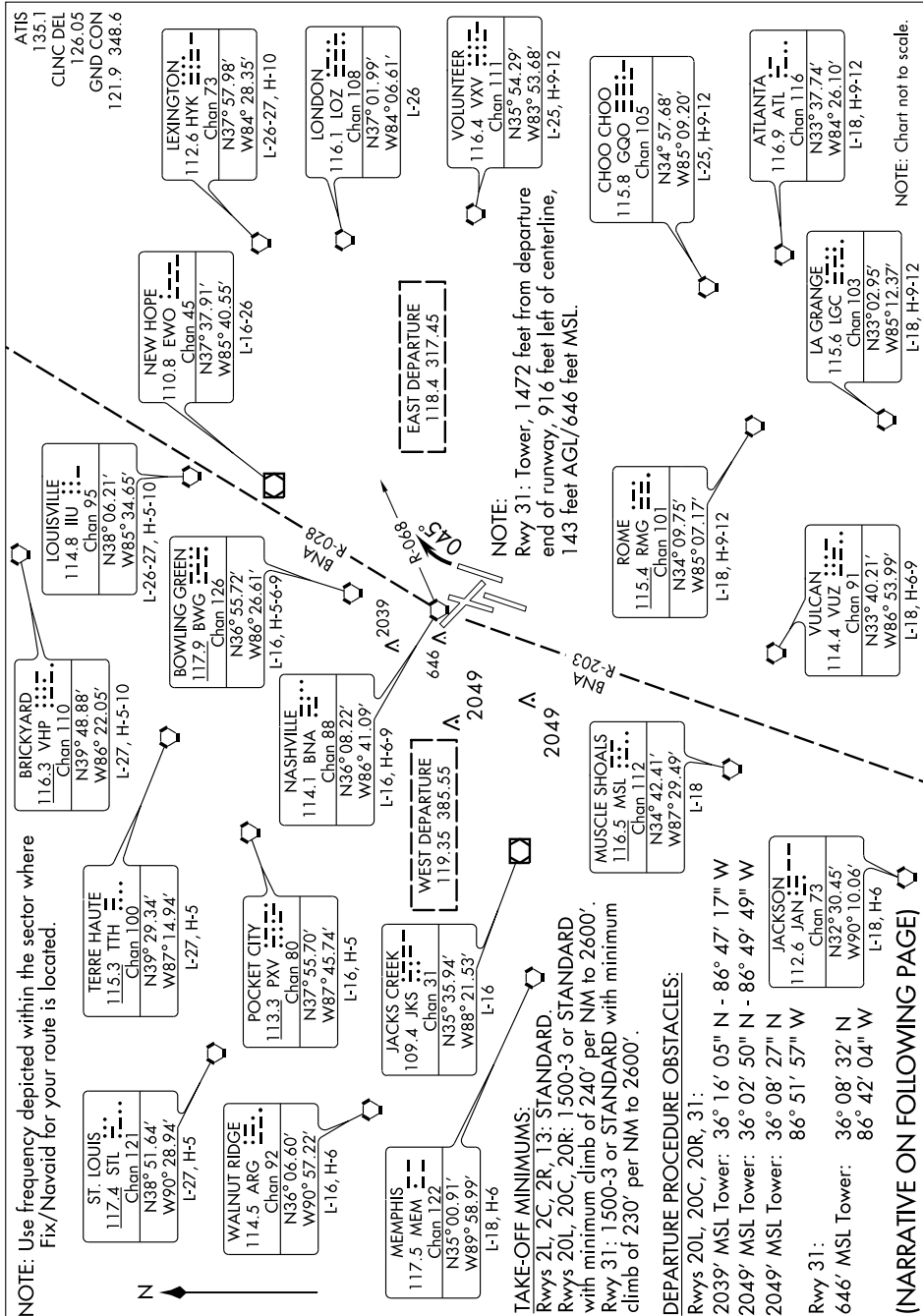
<p>ATIS <b>135.1</b></p>	<p>NASHVILLE APP CON 200°-018° <b>120.6 387.0</b> 019°-199° <b>127.175 360.7</b></p>	<p>NASHVILLE TOWER <b>118.6 257.8</b></p>	<p>GND CON <b>121.9 348.6</b></p>	<p>CLNC DEL <b>126.05</b></p>
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<div><div>3100</div><div>↑</div><div>TRK 316°</div></div>		<div><div>JARAS</div><div></div></div>				<div><div>ONUGE</div><div>Procedure Turn NA</div></div>	
<div><div>RW31</div><div></div></div>		<div><div>HOLER</div><div>2600</div></div>		<div><div>316°</div><div>2600</div></div>		<div><div>3000</div><div>GP 3.00°</div><div>TCH 52</div></div>	
<div><div>6.1 NM</div></div>		<div><div>6.1 NM</div></div>					
CATEGORY		A	B	C	D		
RNP 0.25 DA *		1012-1½		435 (500-1½)			
RNP 0.30 DA		1121-2		544 (600-2)			

**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**

## TITAN ONE DEPARTURE (OBSTACLE)

NASHVILLE INTL (BNA)  
NASHVILLE, TENNESSEE



## TITAN ONE DEPARTURE (OBSTACLE)



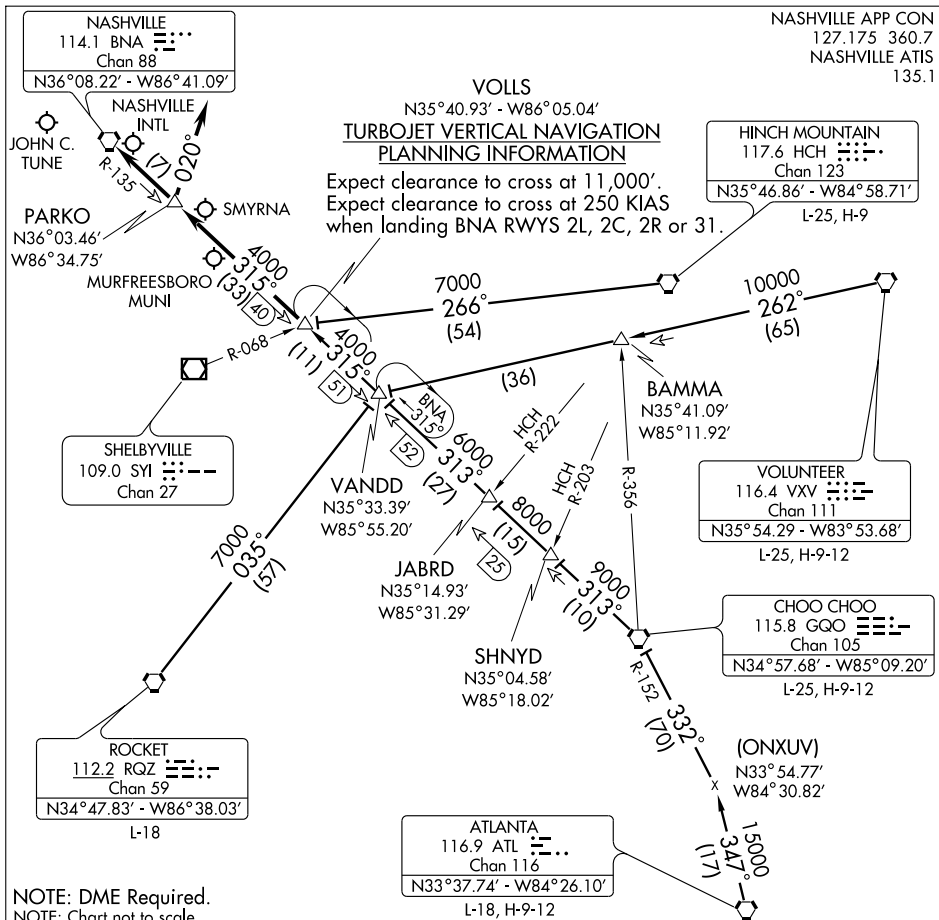
## DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed.

TAKE-OFF RUNWAY 2R: Turn right heading 045° to intercept BNA R-068, thence....

TAKE-OFF ALL RUNWAYS EXCEPT RUNWAY 2R: Fly runway heading, thence....

....Expect radar vectors to filed/assigned route. Turbojet aircraft climb and maintain 5000 feet, Propeller aircraft climb and maintain 4000 feet or assigned lower altitude. Expect clearance to filed altitude/flight level ten minutes after departure.



**ATLANTA TRANSITION (ATL.VOLLS7):** From over ATL VORTAC via ATL R-347 and GQO R-152 to GQO VORTAC, then via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . .

**CHOO CHOO TRANSITION (GQO.VOLLS7):** From over GQO VORTAC via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . .

**HINCH MOUNTAIN TRANSITION (HCH.VOLLS7):** From over HCH VORTAC via HCH R-266 to VOLLS INT. Thence. . .


**ROCKET TRANSITION (RQZ.VOLLS7):** From over RQZ VORTAC via RQZ R-035 and BNA R-135 to VOLLS INT. Thence. . .

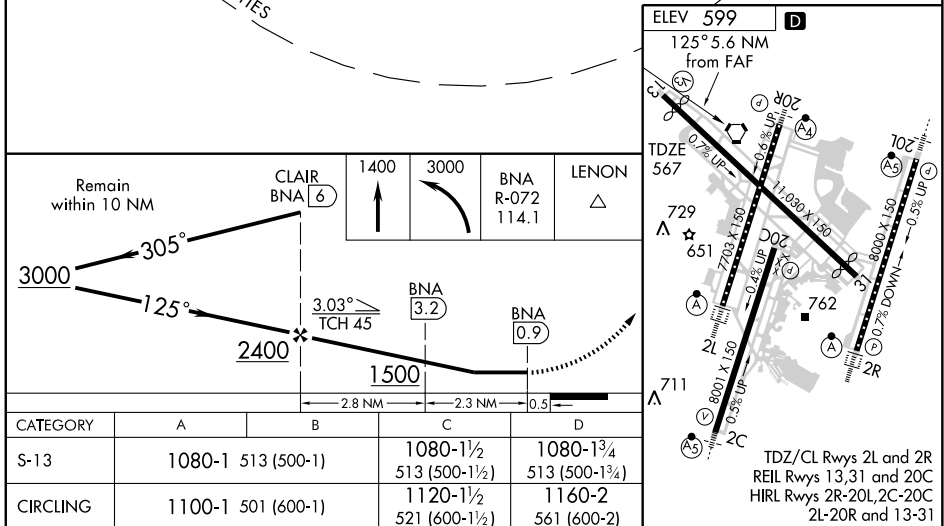
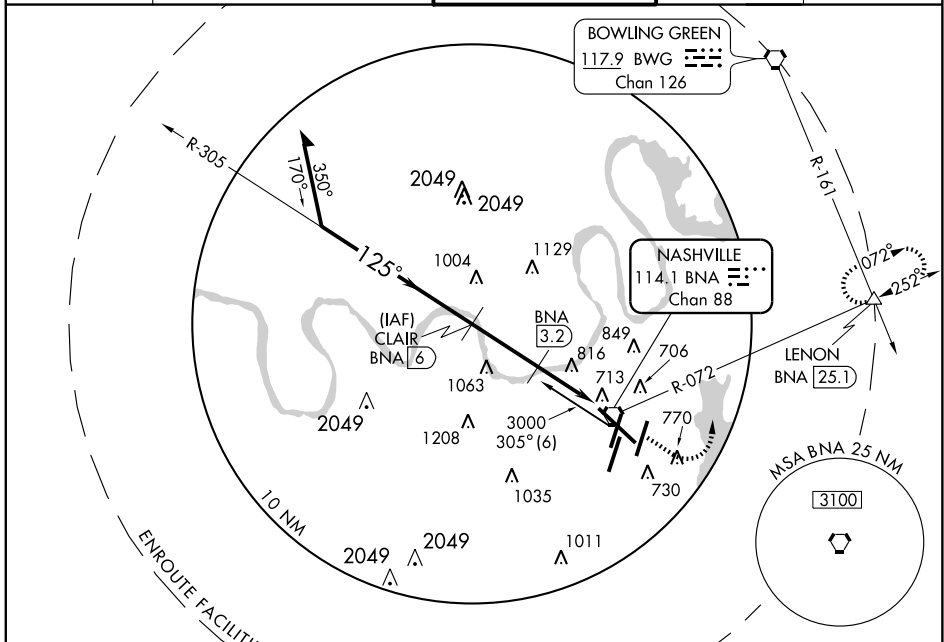
**VOLUNTEER TRANSITION (VXV.VOLLS7):** From over VXV VORTAC via VXV R-262 and BNA R-135 to VOLLS INT. Thence. . .

**....TURBOJETS/TURBOPROPS; LANDING NORTH:** From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT. **LANDING SOUTH:** From over VOLLS INT via BNA R-135 to PARKO. Thence heading 020° for vectors to final approach course. **NON-TURBINE; all runways:** From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT.

VORTAC BNA <b>114.1</b> Chan <b>88</b>	APP CRS <b>125°</b>	Rwy Idg <b>9487</b> TDZE <b>567</b> Apt Elev <b>599</b>
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VOR/DME RWY 13  
NASHVILLE INTL (BNA)

		MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 via BNA R-072 to LENON Int/BNA 25.1 DME and hold.			
ATIS <b>135.1</b>	NASHVILLE APP CON 200°- 018° <b>120.6 387.0</b> 019°- 199° <b>127.175 360.7</b>	NASHVILLE TOWER <b>118.6 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.05</b>	



## GRAHAM FIVE ARRIVAL (GHM.GHM5)

NASHVILLE, TENNESSEE

NASHVILLE APP CON  
120.6 387.0  
NASHVILLE ATIS  
135.1

GHM VORTAC  
TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION

Expect clearance to cross at 11000.  
Expect clearance to cross at 250 KIAS  
when landing BNA Rwy's 2L, 2C, 2R or 13.

NASHVILLE  
114.1 BNA   
Chan 88  
N36°08.22' - W86°41.09'

DYERSBURG  
116.8 DYR   
Chan 115

GRAHAM  
111.6 GHM   
Chan 53  
N35°50.04' - W87°27.11'

JOHN C.  
TUNE

NASHVILLE  
INTL

SMYRNA

MURFREESBORO  
MUNI

LINGA  
N36°05.17'  
W86°48.87'

7000  
067°  
(71)

7000  
066°  
(62)

HELAM  
N35°27.44'  
W88°38.58'

MEMPHIS  
117.5 MEM   
Chan 122  
N35°00.91' - W89°58.99'  
L-18, H-6

FL240  
041°  
(199)

NOTE: Radar Required  
on the SIDON and  
BIGBEE Transitions.

SIDON  
114.7 SQS   
Chan 94  
N33°27.83' - W90°16.64'  
L-18, H-6

BIGBEE  
116.2 IGB   
Chan 109  
N33°29.13' - W88°30.82'  
L-18, H-6

VULCAN  
114.4 VUZ   
Chan 91  
N33°40.21'  
W86°53.99'  
L-18, H-6-9

NOTE: DME Required.  
NOTE: Chart not to scale.

BIGBEE TRANSITION (IGB.GHM5): From over IGB VORTAC via IGB R-016 and GHM R-198 to GHM VORTAC. Thence. . .

MEMPHIS TRANSITION (MEM.GHM5): From over MEM VORTAC via MEM R-067 and GHM R-246 to GHM VORTAC. Thence. . .

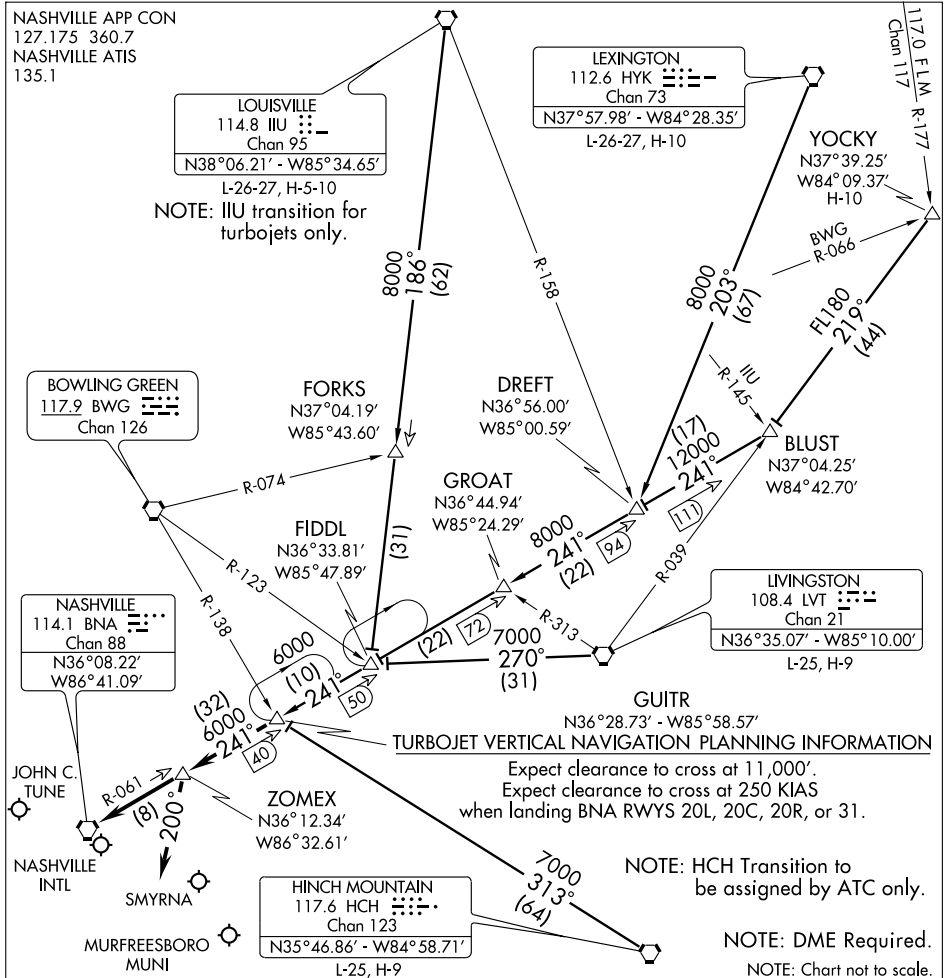
SIDON TRANSITION (SQS.GHM5): From over SQS VORTAC via SQS R-041 and GHM R-222 to GHM VORTAC. Thence. . .

VULCAN TRANSITION (VUZ.GHM5): From over VUZ VORTAC via VUZ R-346 and GHM R-165 to GHM VORTAC. Thence. . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC. LANDING SOUTH: From over GHM VORTAC via BNA R-246 to LINGA. Thence heading 020° for vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC.

## GUITR FOUR ARRIVAL (GUITR.GUITR4)

NASHVILLE, TENNESSEE



**HINCH MOUNTAIN TRANSITION (HCH.GUITR4):** From over HCH VORTAC via HCH R-313 to GUITR INT. Thence. . . .

**LEXINGTON TRANSITION (HYK.GUITR4):** From over HYK VORTAC via HYK R-203 to DREFT INT, then via BNA R-061 to GUITR INT. Thence. . . .

**LIVINGSTON TRANSITION (LVT.GUITR4):** From over LVT VORTAC via LVT R-270 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

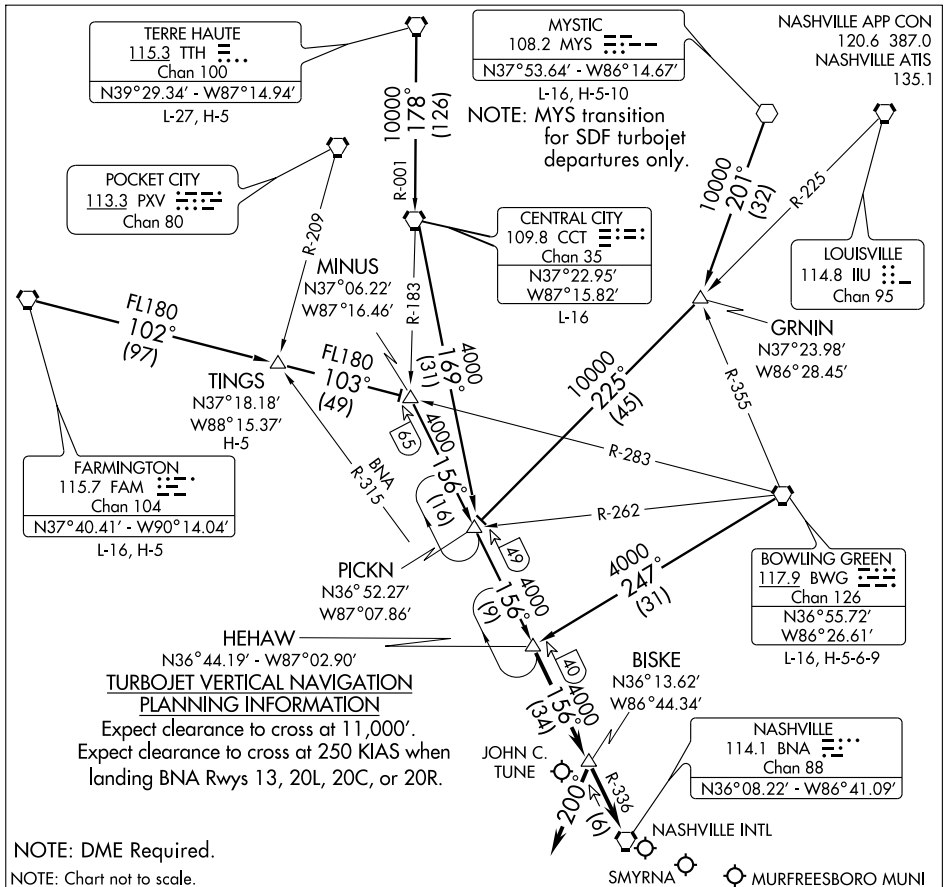
**LOUISVILLE TRANSITION (LIU.GUITR4):** From over LIU VORTAC via LIU R-186 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

**YOCKY TRANSITION (YOCKY.GUITR4):** From over YOCKY INT via LVT R-039 to BLUST INT, then via BNA R-061 to GUITR INT. Thence. . . .

**....TURBOJETS/TURBOPROPS; LANDING NORTH:** From over GUITR INT via BNA R-061 to ZOMEX. Thence heading 200° for vectors to final approach course. **LANDING SOUTH:** From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT. **NON-TURBINE; all runways:** From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT.

# HEHAW FIVE ARRIVAL (HEHAW.HEHAW5)

NASHVILLE, TENNESSEE



SE-1, 22 OCT 2009 to 19 NOV 2009

**BOWLING GREEN TRANSITION (BWG.HEHAW5):** From over BWG VORTAC via BWG R-247 to HEHAW INT. Thence. . . .

**CENTRAL CITY TRANSITION (CCT.HEHAW5):** From over CCT VORTAC via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

**FARMINGTON TRANSITION (FAM.HEHAW5):** From over FAM VORTAC via FAM R-102 and BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . . .

**MYSTIC TRANSITION (MYS.HEHAW5):** From over MYS VOR via MYS R-201 to GRNIN INT, then via LIU R-225 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

**TERRE HAUTE TRANSITION (TTH.HEHAW5):** From over TTH VORTAC via TTH R-178 and CCT R-001 to CCT VORTAC, then via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

**TINGS TRANSITION (TINGS.HEHAW5):** From over TINGS INT via BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . . .

**....TURBOJETS/TURBOPROPS; LANDING NORTH:** From over HEHAW INT via BNA R-336 to BISKE. Thence heading 200° for vectors to final approach course. **LANDING SOUTH:** From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course. **NON-TURBINE;** **ALL RUNWAYS:** From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course passing HEHAW INT.

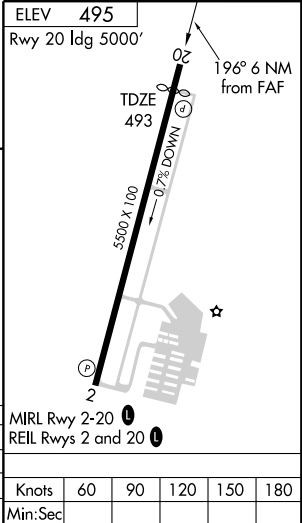
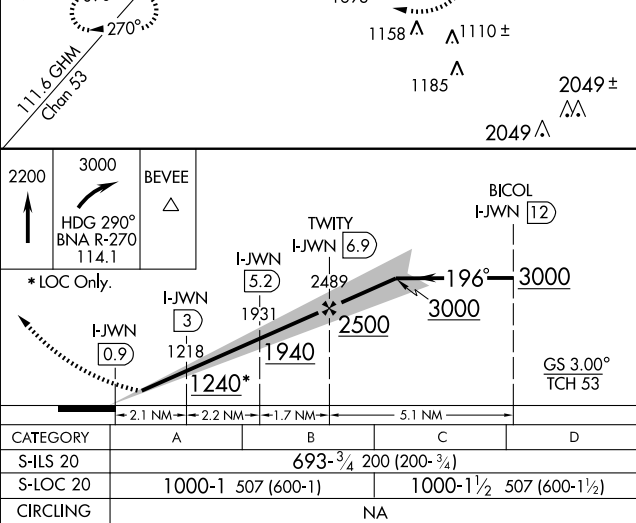
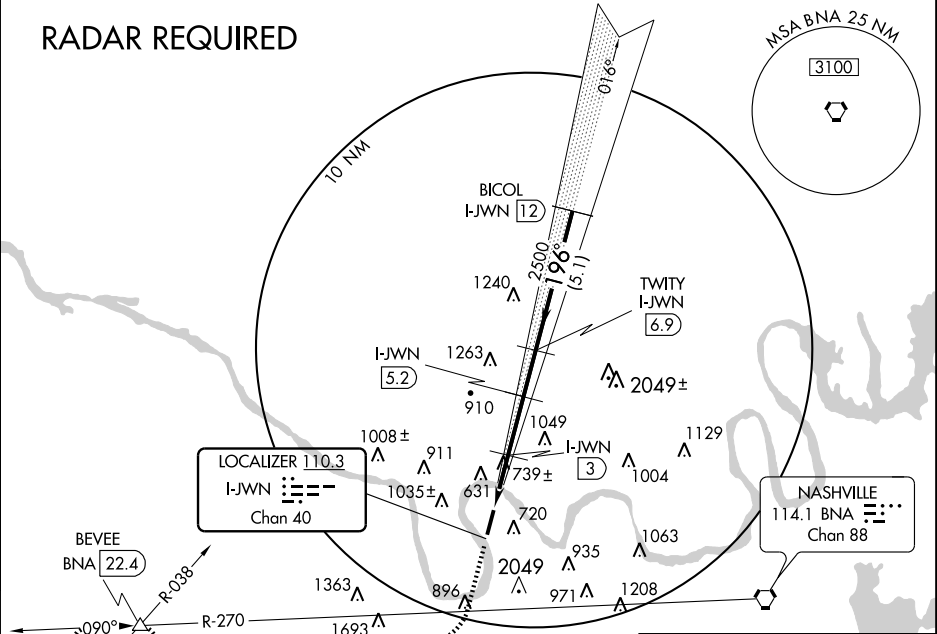
LOC/DME	I-JWN	APP CRS	Rwy Idg	5000
110.3		196°	TDZE	493
Chan 40			Apt Elev	495

# ILS or LOC/DME RWY 20

NASHVILLE/ JOHN C. TUNE (JWN)

MISSED APPROACH: Climb to 2200 then climbing right turn to 3000 via heading 290° and BNA R-270 to BEVEE Int/BNA 22.4 DME and hold.			
AWOS-3 127.075	NASHVILLE APP CON 119.35 385.55	CLNC DEL 124.55	UNICOM 122.7 (CTAF) 0

## RADAR REQUIRED



▼

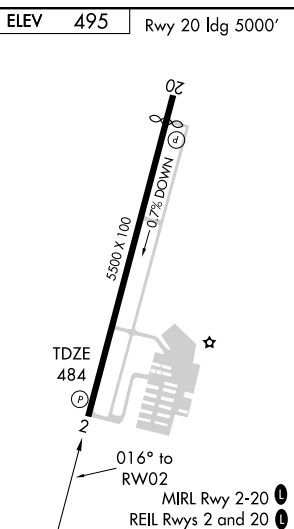
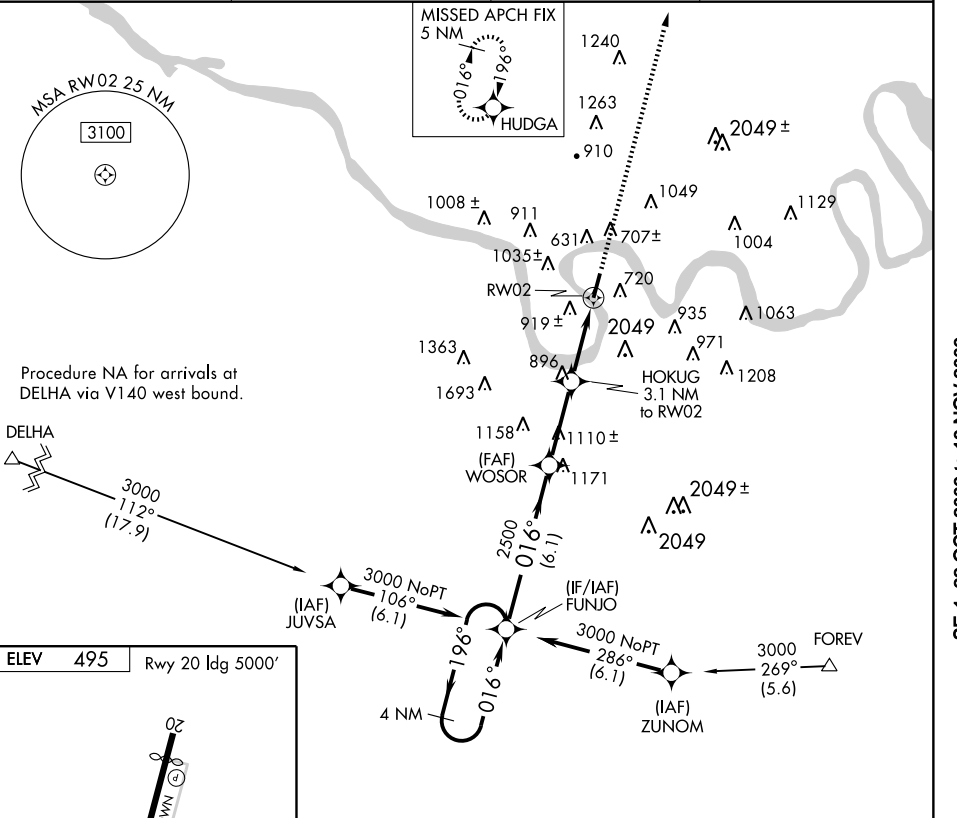
If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA's 40 feet. VDP NA when using Nashville Intl altimeter setting.

▲

Circling NA east of Rwy 2-20. DME/DME RNP-0.3 NA.

MISSED APPROACH:  
Climb to 3000 direct HUDGA and hold.

AWOS-3 127.075	NASHVILLE APP CON 119.35 385.55	CLNC DEL 124.55	UNICOM 122.7(CTAF) <b>1</b>
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4 NM Holding Pattern					3000 HUDGA	
FUNJO					3000 HUDGA	
WOSOR					3000 HUDGA	
HOKUG 3.1 NM to RW02					3000 HUDGA	
2 NM to RW02					3000 HUDGA	
RW02					3000 HUDGA	
6.1 NM					3000 HUDGA	
3.1 NM					3000 HUDGA	
1.1					3000 HUDGA	
2.0					3000 HUDGA	
CATEGORY	A	B	C	D		
LNAV MDA	1140-1	656 (700-1)	1140-1 3/4 656 (700-1 3/4)	1140-2 656 (700-2)		
CIRCLING	1220-1	725 (800-1)	1220-2 725 (800-2)	1400-3 905 (1000-3)		



APP CRS	Rwy Idg	<b>5000</b>
<b>196°</b>	TDZE	<b>493</b>
	Apt Elev	<b>495</b>

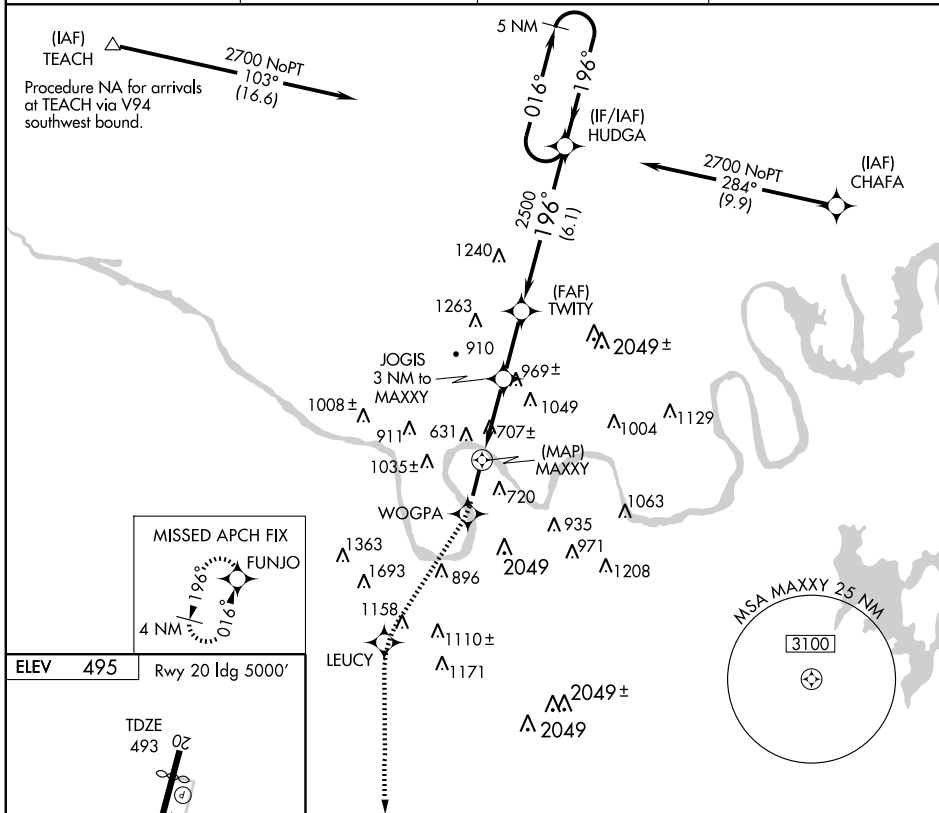
## RNAV (GPS) RWY 20

NASHVILLE/JOHN C. TUNE (JWN)

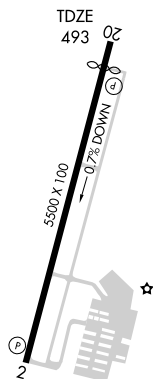
- ▼** If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 40 feet. VDP NA when using Nashville altimeter setting. Circling NA east of Rwy 2-20. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 3000 direct WOGPA and via 214° track to LEUCY and via 181° track to FUNJO and hold.

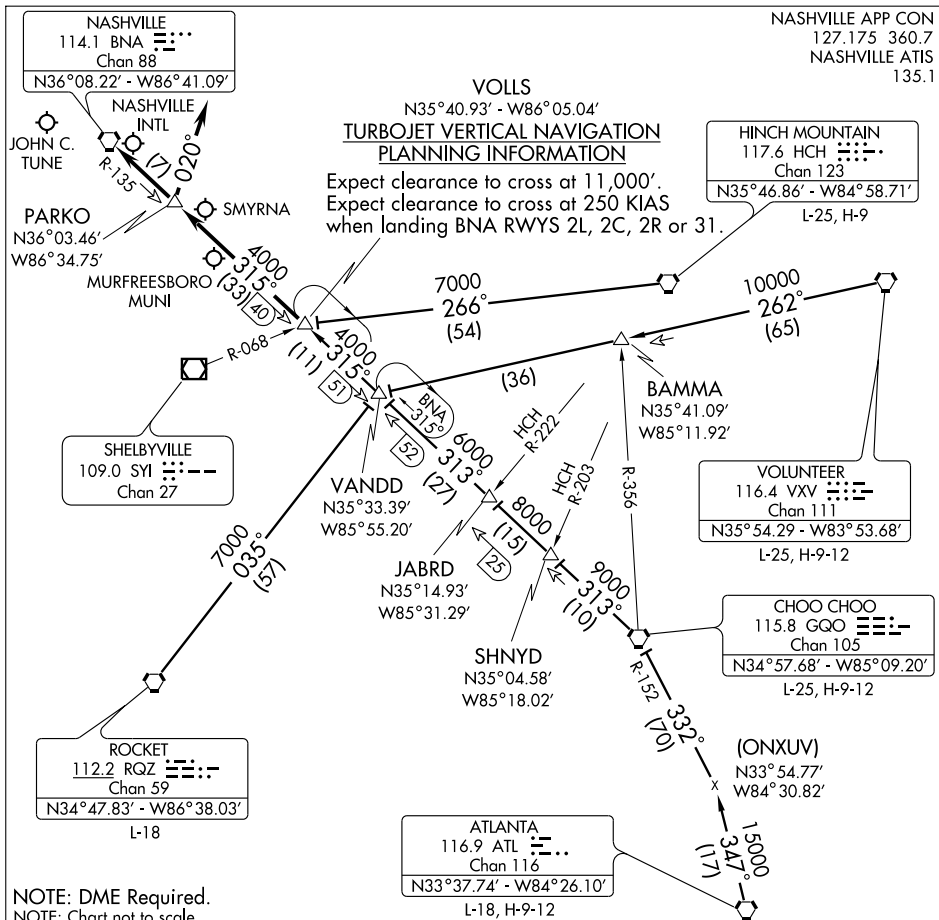
AWOS-3 <b>127.075</b>	NASHVILLE APP CON <b>119.35 385.55</b>	CLNC DEL <b>124.55</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV	495	Rwy 20 ldg 5000'
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3000 ↑	WOGPA ✦	TRK TRK 214°	LEUCY ✦	TRK TRK 181°	FUNJO ✦	HUDGA	5 NM Holding Pattern
CATEGORY	A		B		C		D
LNAV MDA	1220-1 727 (800-1)		1220-2 727 (800-2)		1220-2 727 (800-2¼)		1220-2¼ 727 (800-2¼)
CIRCLING	1220-1 725 (800-1)		1220-2 725 (800-2)		1400-3 905 (1000-3)		



**ATLANTA TRANSITION (ATL.VOLLS7):** From over ATL VORTAC via ATL R-347 and GGO R-152 to GGO VORTAC, then via GGO R-313 and BNA R-135 to VOLLS INT. Thence. . .

**CHOO CHOO TRANSITION (GGO.VOLLS7):** From over GGO VORTAC via GGO R-313 and BNA R-135 to VOLLS INT. Thence. . .

**HINCH MOUNTAIN TRANSITION (HCH.VOLLS7):** From over HCH VORTAC via HCH R-266 to VOLLS INT. Thence. . .

**ROCKET TRANSITION (RQZ.VOLLS7):** From over RQZ VORTAC via RQZ R-035 and BNA R-135 to VOLLS INT. Thence. . .

**VOLUNTEER TRANSITION (VXV.VOLLS7):** From over VXV VORTAC via VXV R-262 and BNA R-135 to VOLLS INT. Thence. . .


**....TURBOJETS/TURBOPROPS; LANDING NORTH:** From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT. **LANDING SOUTH:** From over VOLLS INT via BNA R-135 to PARKO. Thence heading 020° for vectors to final approach course. **NON-TURBINE; all runways:** From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT.

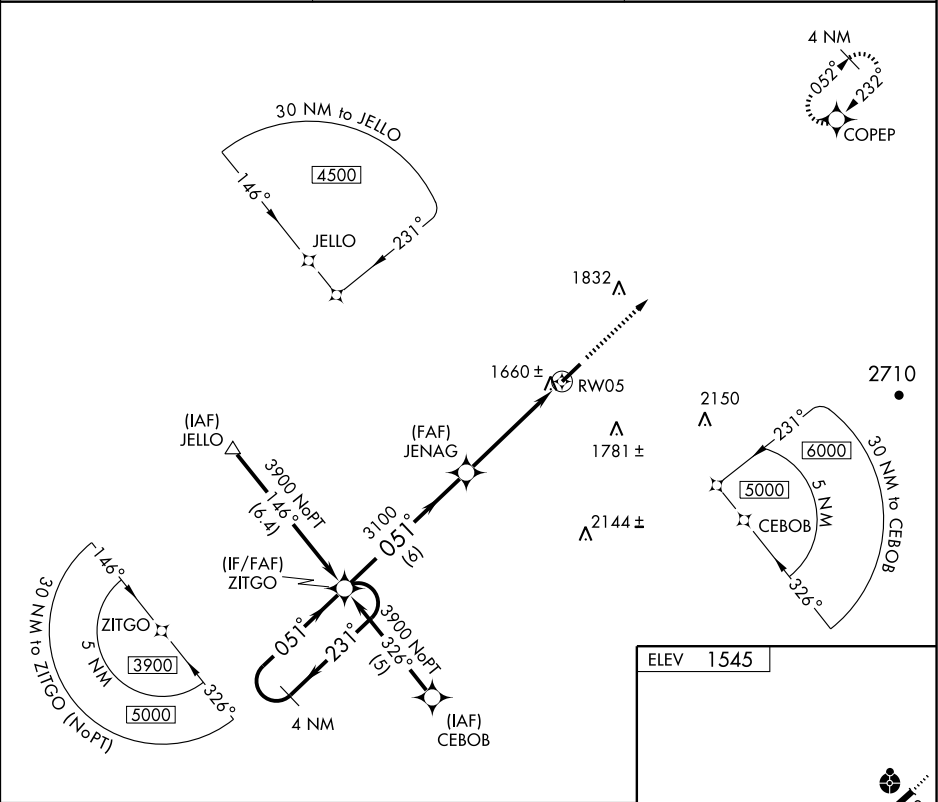
APP CRS	Rwy Idg	5502
051°	TDZE	1545
	Apt Elev	1545

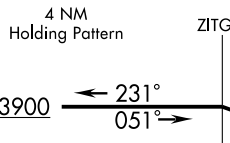


# RNAV (GPS) RWY 5

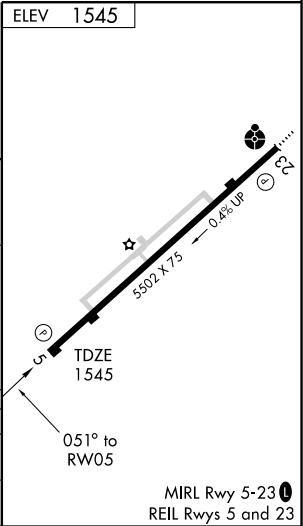
ONEIDA/SCOTT MUNI (SCX)

 NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Procedure NA at night.	MISSED APPROACH: Climb to 4500 direct COPEP WP and hold.
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AWOS-3 135.025	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF) 
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4 NM Holding Pattern					4500	COPEP
						
3900 ← 231° / 051° →					JENAG	
VGSI and descent angles not coincident.					RW05	
3100					3.02° TCH 40	
6 NM					4.7 NM	
CATEGORY	A	B	C	D		
LNAV MDA	1960-1	415 (500-1)	1960-1¼	415 (500-1¼)		
CIRCLING	2080-1	535 (600-1)	2080-1½	2100-2		
			535 (600-½)	555 (600-2)		



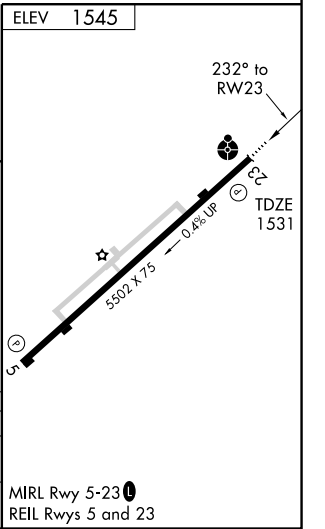
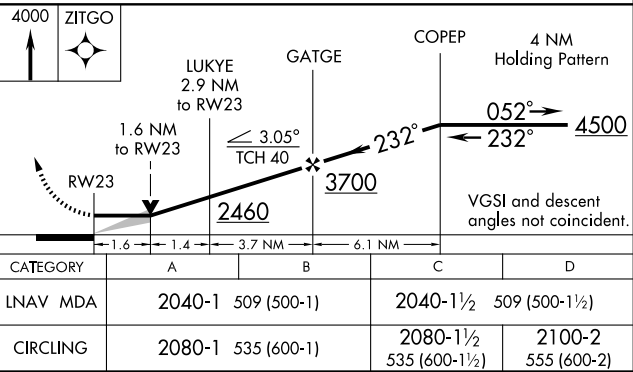
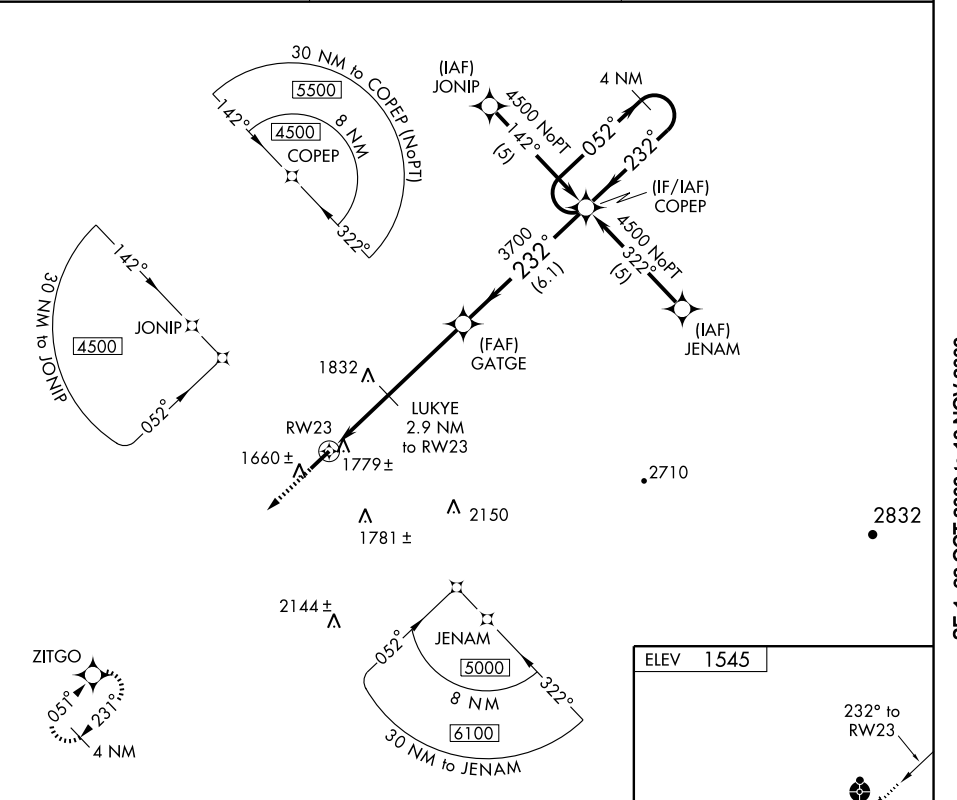
NA

DME/DME RNP-0.3 NA. GPS or RNP-0.3 Required.  
Inoperative table does not apply.  
Circling NA at night to Rwy 05.

ODALS

MISSED APPROACH: Climb to 4000  
direct ZITGO WP and hold.

AWOS-3 135.025	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF) 0
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SE-1, 22 OCT 2009 to 19 NOV 2009

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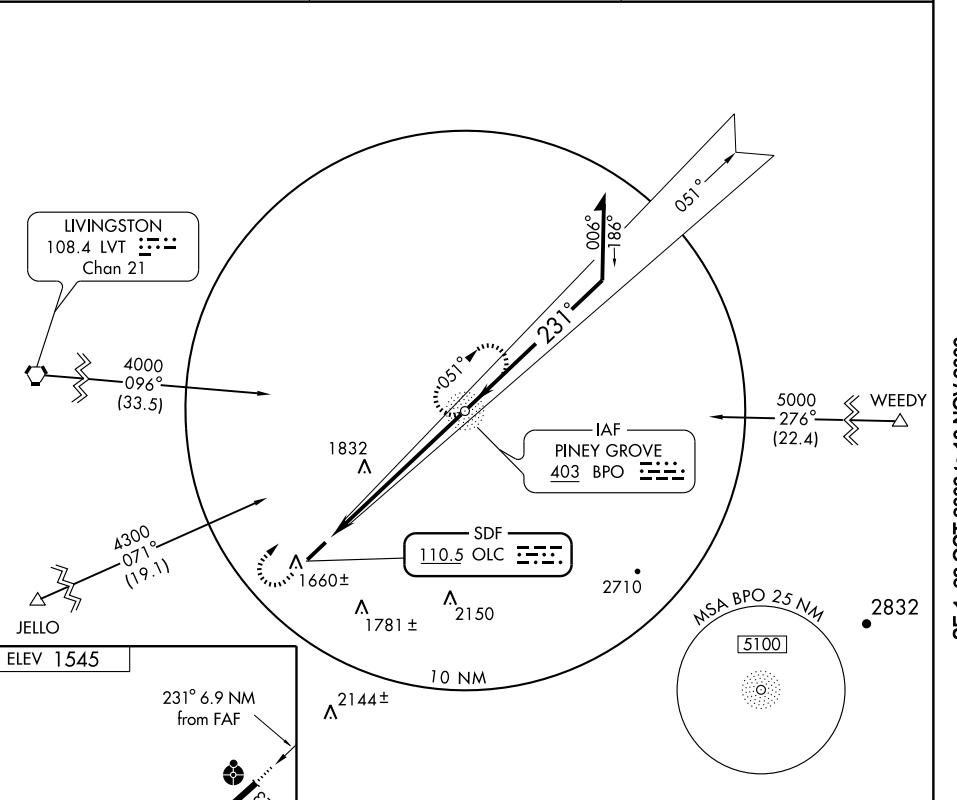
NA

Inoperative table does not apply to Cat C.  
ADF REQUIRED

ODALS

MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 direct BPO NDB and hold.

AWOS-3 135.025	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF) 0
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2500

4000

BPO 403

NDB

051°

4000

231°

3700

2.94° TCH 40

6.9 NM

Remain within 10 NM

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
S-23	2160-3/4 629 (700-3/4)		2160-13/4 629 (700-13/4)	2160-2 629 (700-2)
CIRCLING	2160-1 615 (700-1)		2160-13/4 615 (700-13/4)	2160-2 615 (700-2)

MIRL Rwy 5-23 0  
REIL Rws 5 and 23

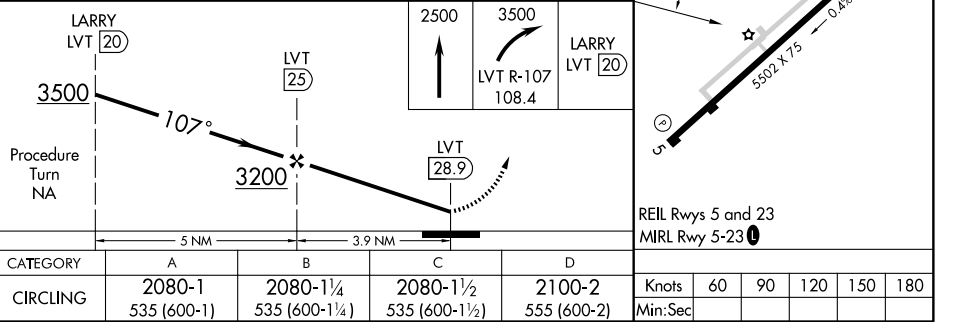
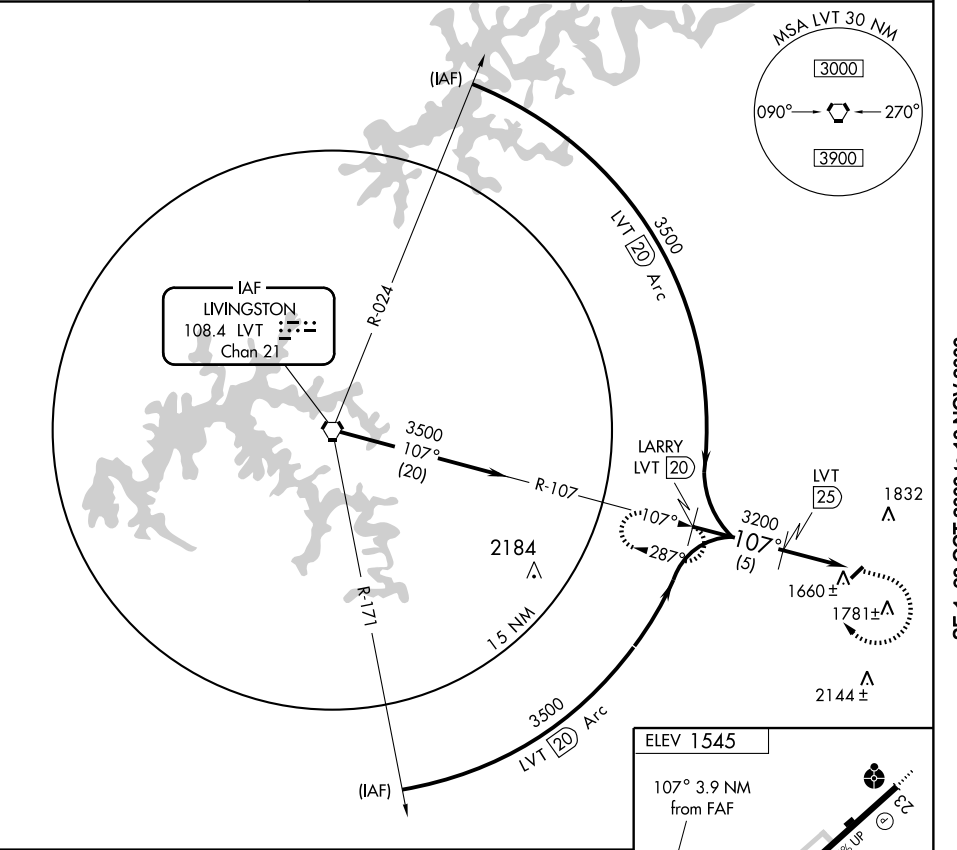
FAF to MAP 6.9 NM					
Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18

SE-1, 22 OCT 2009 to 19 NOV 2009

NA

MISSED APPROACH: Climb to 2500 then climbing right turn to 3500 via LVT R-107 to LARRY/20 DME and hold.

AWOS-3 135.025	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF) 0
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LOC I-PHT	APP CRS	Rwy Idg	5001
110.7	016°	TDZE	580
		Apt Elev	580

ILS RWY 2

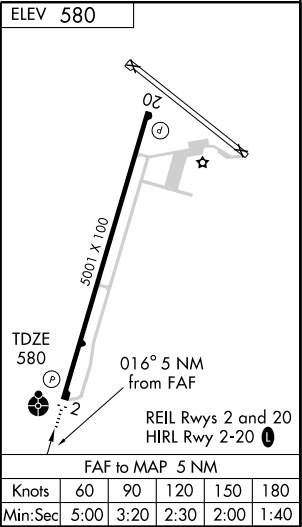
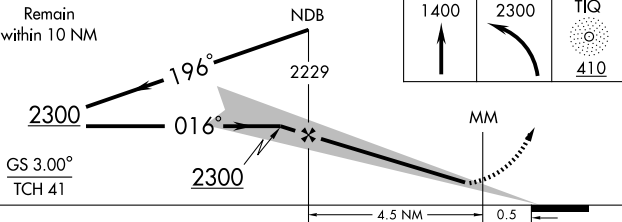
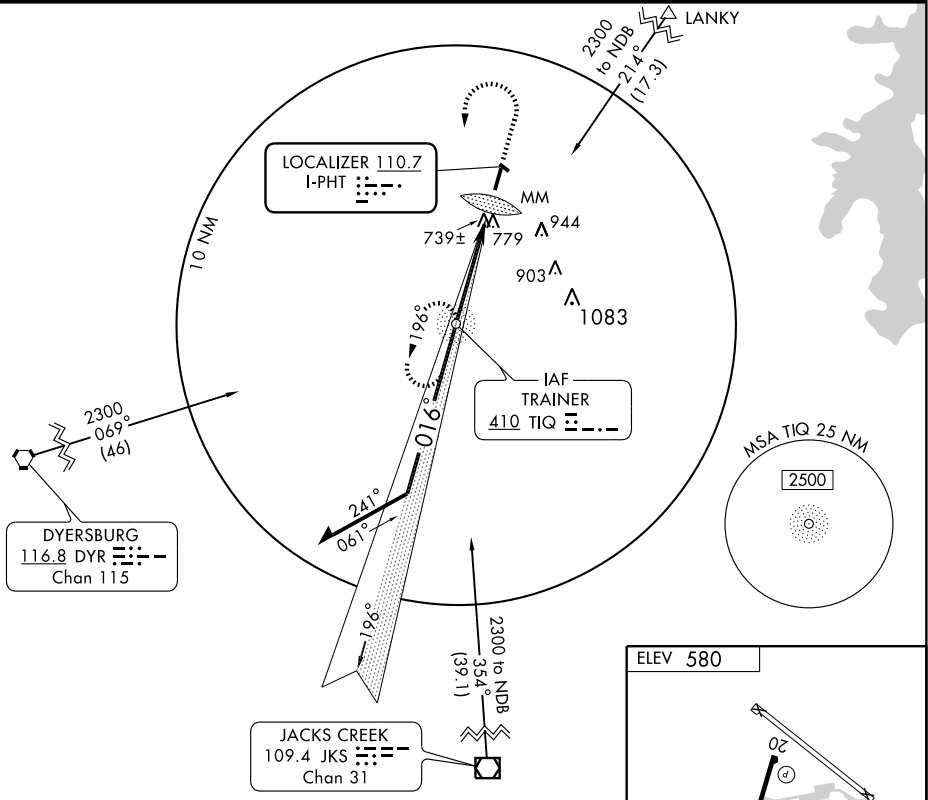
PARIS /HENRY COUNTY (PHT)

NA	Inoperative table does not apply to S-LOC Cat C. If local altimeter setting not received, use Jackson altimeter setting and increase all MDA's 140 feet. ADF REQUIRED.	ODALS	MISSED APPROACH: Climb to 1400 then climbing left turn to 2300 direct TIQ NDB and hold.
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AWOS-3  
118.825

MEMPHIS CENTER  
134.65 316.15

UNICOM  
123.0 (CTAF) 0



CATEGORY	A	B	C	D
S-ILS 2		880-1	300 (300-1)	
S-LOC 2	1020-3/4	440 (500-3/4)	1020-1 1/4 440 (500-1 1/4)	1020-1 1/2 440 (500-1 1/2)
CIRCLING	1080-1	500 (500-1)	1080-1 1/2 500 (500-1 1/2)	1140-2 560 (600-2)

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

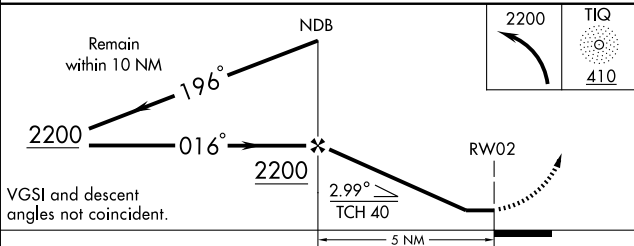
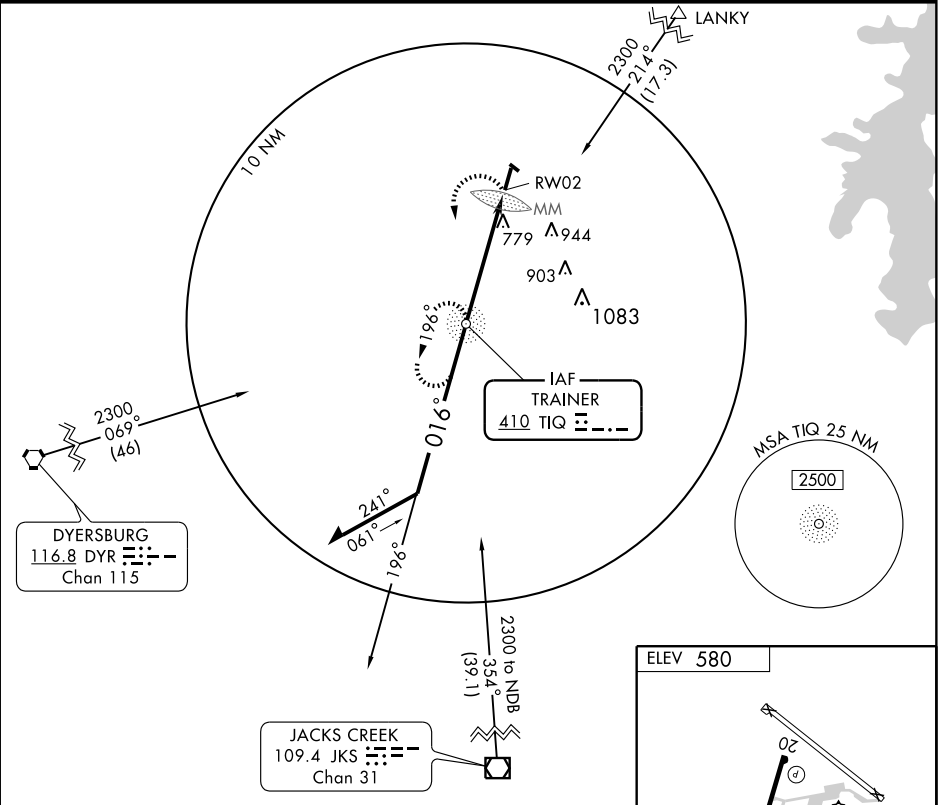
NDB TIQ	APP CRS	Rwy Idg	5001
410	016°	TDZE	580
		Apt Elev	580

# NDB or GPS RWY 2

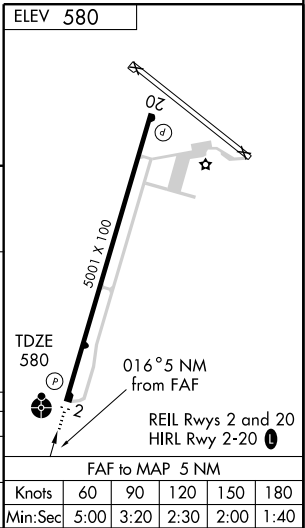
PARIS/HENRY COUNTY (PHT)

Inoperative table does not apply to S-2 Cat C.	ODALS 	MISSED APPROACH: Climbing left turn to 2200 direct TIQ NDB and hold.
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AWOS-3 118.825	MEMPHIS CENTER 134.65 316.15	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
S-2	1080-3/4	500 (500-3/4)	1080-1 1/4 500 (500-1 1/4)	1080-1 1/2 500 (500-1 1/2)
CIRCLING	1080-1	500 (500-1)	1080-1 1/2 500 (500-1 1/2)	1140-2 560 (600-2)



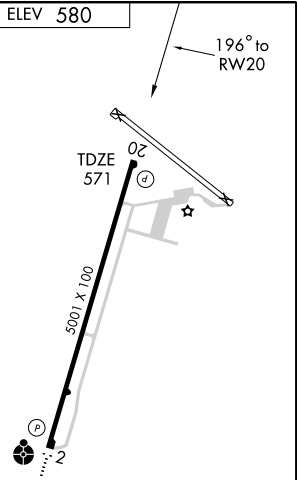
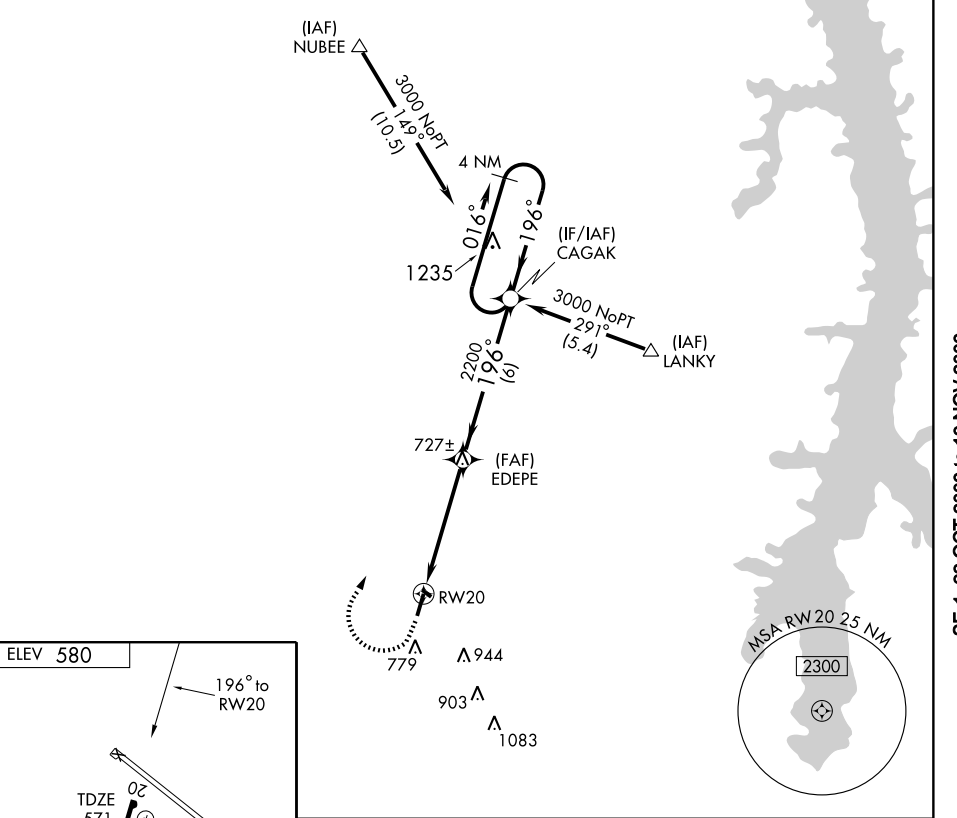


▲ NA

GPS or RNP-0.3 Required.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 then climbing right turn to 3000 direct CAGAK WP and hold.

AWOS-3 118.825	MEMPHIS CENTER 134.65 316.15	UNICOM 123.0 (CTAF) <b>0</b>
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	1800	3000	CAGAK	
	1.1 NM to RW20	2.99°	TCH 45	6 NM
	1.1 NM	3.9 NM		
CATEGORY	A	B	C	D
LNNAV MDA	960-1	389 (400-1)	960-1¼	389 (400-1¼)
CIRCLING	1080-1	500 (500-1)	1080-1½	560 (600-2)

REIL Rws 2 and 20

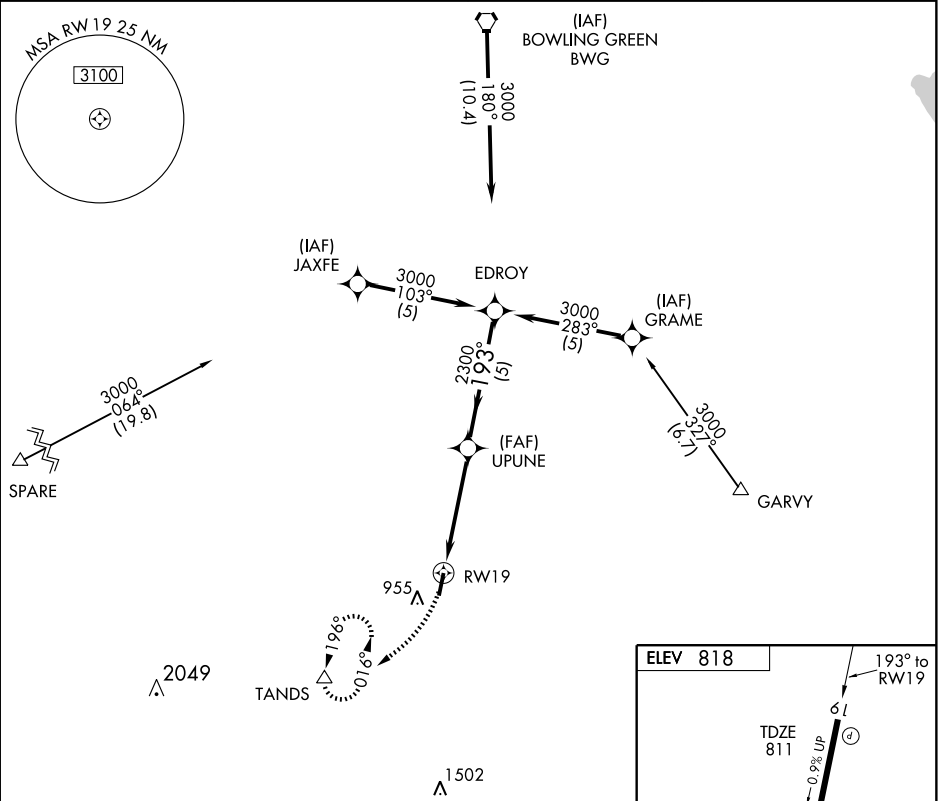
HIRL Rwy 2-20 **0**





GPS RWY 19  
PORTLAND MUNI (1M5)

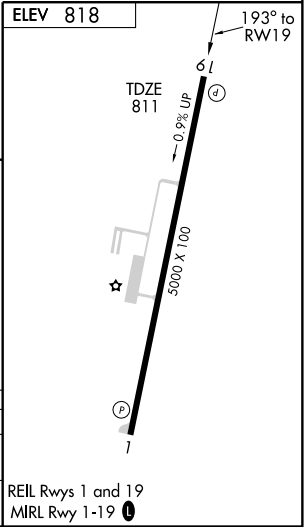
APP CRS	Rwy Idg	5000
193°	TDZE	811
	Apt Elev	818

 NA	MISSED APPROACH: Climbing right turn to 3000 direct TANDS WP and hold.
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AWOS-3 118.175	NASHVILLE APP CON 119.35 385.55	GCO 121.725	UNICOM 122.8 (CTAF) 
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<div>3000</div> <div></div>	<div>TANDS</div> <div></div>				
<div>RW19</div> <div></div>		<div>UPUNE</div> <div></div>	<div>EDROY</div> <div>3000</div>		<div>Procedure Turn NA</div>
<div>4.6 NM</div>		<div>2300</div> <div>≤ 3.05°</div> <div>TCH 40</div>	<div>193°</div> <div>VGSI and descent angles not coincident.</div> <div>5 NM</div>		
CATEGORY	A	B	C	D	
S-19	1200-1 389 (400-1)				1200-1¼ 389 (400-1¼)
CIRCLING	1260-1 442 (500-1)	1280-1 462 (500-1)	1280-1½ 462 (500-1½)	1380-2 562 (600-2)	



VORTAC BWG <b>117.9</b> Chan <b>126</b>	APP CRS <b>182°</b>	Rwy Idg <b>5000</b> TDZE <b>811</b> Apt Elev <b>818</b>
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VOR/DME RWY 19  
PORTLAND MUNI (1M5)

PORTLAND MUNI (1M5)

**T** If local altimeter setting not received, use Bowling Green altimeter setting and increase all MDAs 80 feet.

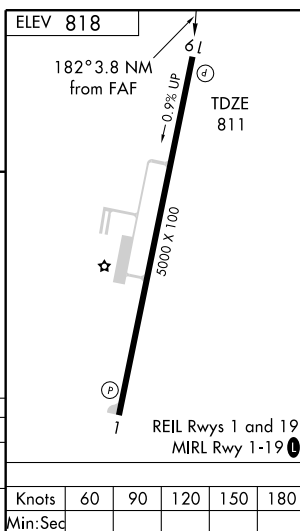
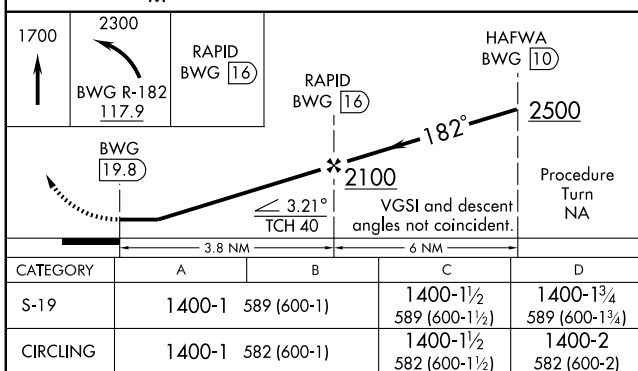
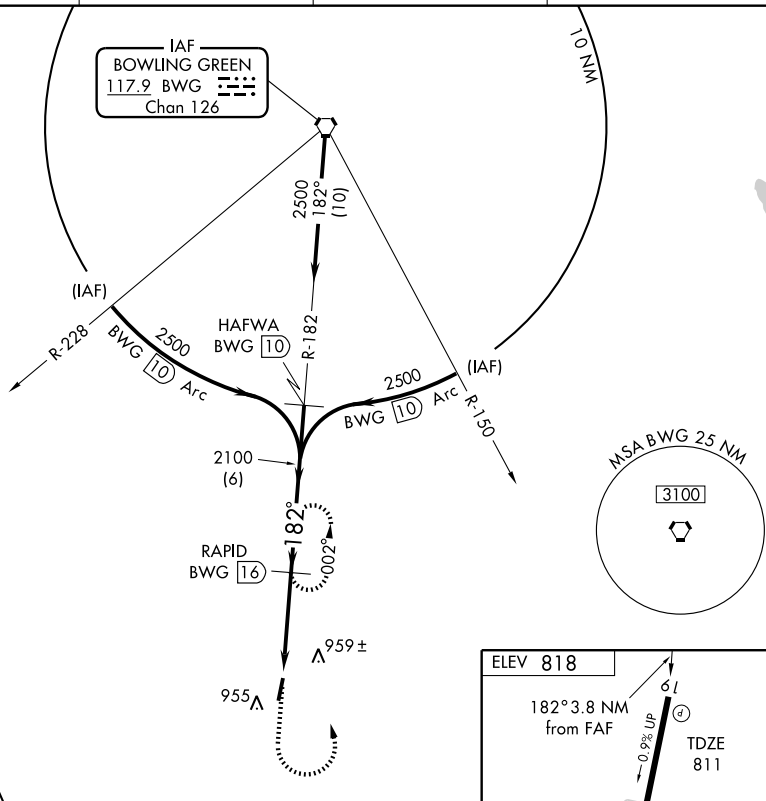
**MISSED APPROACH:** Climb to 1700 then climbing left turn to 2300 via BWG R-182 to RAPID 16 DME and hold.

AWOS-3  
118.175

NASHVILLE APP CON  
119.35 385.55

GCO  
121.725

UNICOM  
122.8 (CTAF) **L**



▼

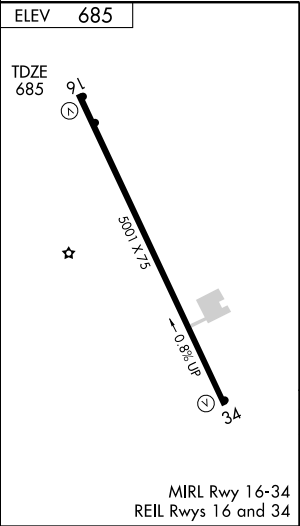
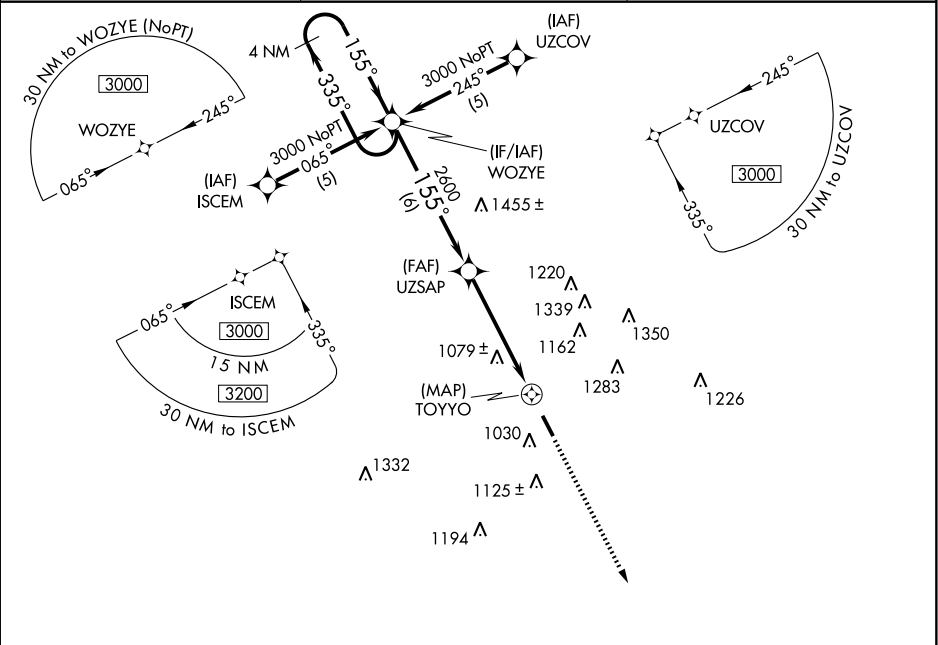
▲

NA

If local altimeter setting not received, use Madison County Executive/Tom Sharp Jr Field, Huntsville altimeter setting and increase all MDAs 80 feet. Circling to Rwy 16 NA at night. DME/DME RNP-0.3 NA. Straight-in minimums NA at night.

MISSED APPROACH: Climb to 3000 direct ZEWGU and hold.

AWOS-3 118.275	MEMPHIS CENTER 125.85 381.4	UNICOM 122.8 (CTAF)
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4 NM Holding Pattern		WOZY	UZSAP	TOYO
3000		335°	155°	3.05° TCH 40
VGSi and descent angles not coincident.		2600		
		6 NM	4.9 NM	0.9
CATEGORY	A	B	C	D
LNAB MDA	1340-1	655 (700-1)	1340-1¾ 655 (700-1¾)	1340-2 655 (700-2)
CIRCLING	1420-1	735 (800-1)	1420-2 735 (800-2)	1440-2½ 755 (800-2½)

APP CRS <b>335°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>663</b> <b>685</b>
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## RNAV (GPS) RWY 34

PULASKI/ABERNATHY FIELD (GZS)

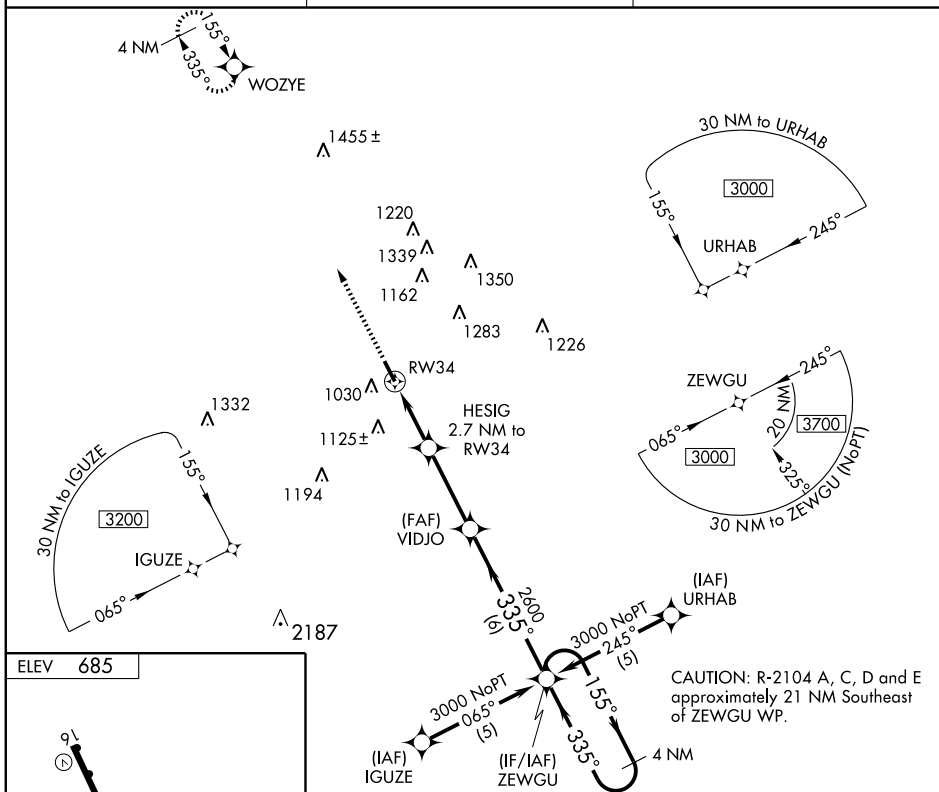
**NA** If local altimeter setting not received, use Madison County Executive/Tom Sharp Jr Field, Huntsville altimeter setting and increase all MDAs 80 feet.  
DME/DME RNP-0.3 NA. Circling to Rwy 16 NA at night. VDP NA when using Madison County Executive/Tom Sharp Jr Field, Huntsville altimeter setting.

**MISSED APPROACH:** Climb to 3000  
direct WOZYE and hold.

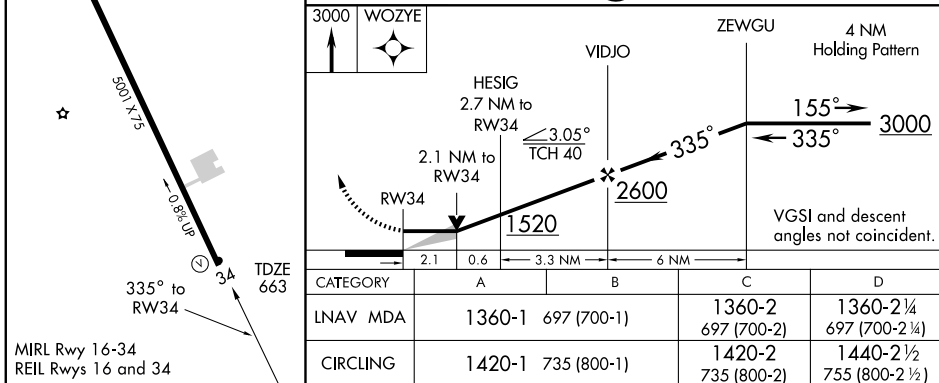
AWOS-3  
118.275

MEMPHIS CENTER  
125.85 381.4

UNICOM  
122.8 (CTAF)



CAUTION: R-2104 A, C, D and E  
approximately 21 NM Southeast  
of ZEWGU WP.



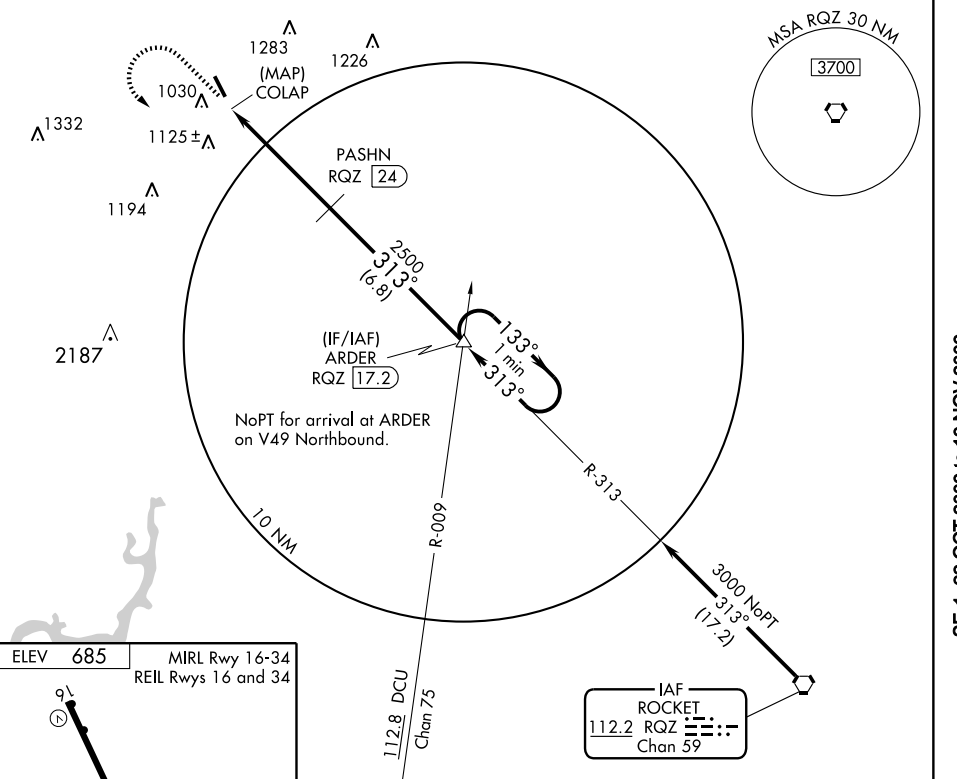
▼

NA

If local altimeter setting not received, use Madison County Executive/Tom Sharp Jr Field, Huntsville altimeter setting and increase all MDAs 80 feet. Circling to Rwy 16 NA at night.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via RQZ R-313 to ARDER Int/RQZ 17.2 DME and hold.

AWOS-3 118.275	MEMPHIS CENTER 125.85 381.4	UNICOM 122.8 (CTAF)
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ELEV 685

MIRL Rwy 16-34

REIL Rwy 16 and 34

313° 5.5 NM from FAF

5001 X-75

0.8% Up

TDZE 663

Knots	60	90	120	150	180
Min:Sec					

<div>2000 3000 RQZ R-313 112.2 ARDER △</div>				
<div>PASHN RQZ 24</div> <div>COLAP RQZ 29</div> <div>313° 133° 3000</div> <div>2500</div> <div>313° 1.33° TCH 40</div> <div>One Minute Holding Pattern</div> <div>VGSI and descent angles not coincident.</div>				
CATEGORY	A	B	C	D
S-34	1520-1 857 (900-1)	1520-1¼ 857 (900-1¼)	1520-2½ 857 (900-2½)	1520-2¾ 857 (900-2¾)
CIRCLING	1520-1 835 (900-1)	1520-1¼ 835 (900-1¼)	1520-2½ 835 (900-2½)	1520-2¾ 835 (900-2¾)

APP CRS	Rwy Idg	5000
221°	TDZE	1664
	Apt Elev	1664

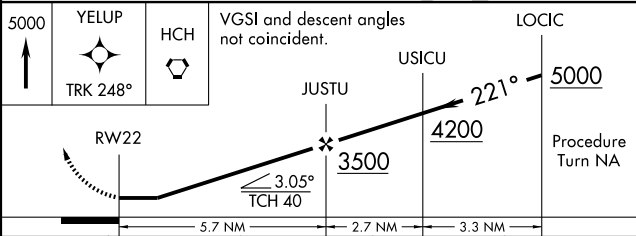
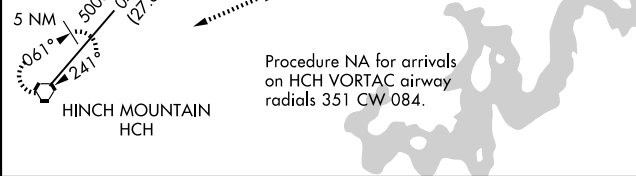
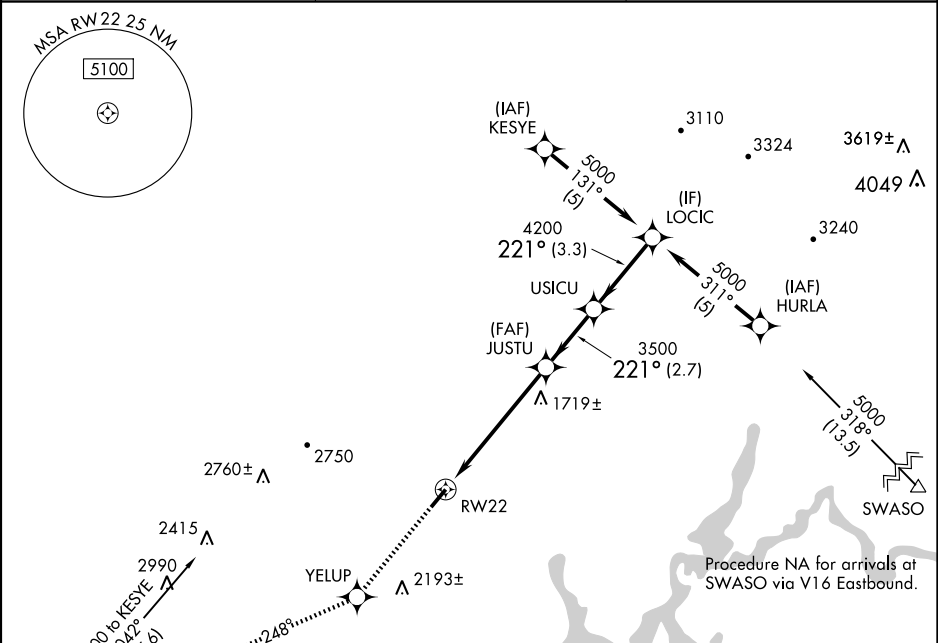
# RNAV (GPS) RWY 22

ROCKWOOD MUNI (RKW)

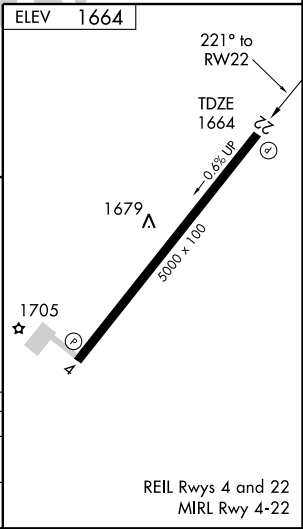
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDAs 80 feet, increase LNAV and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 5000 direct YELUP and via 248° track to HCH VORTAC and hold.

AWOS-3 118.775	ATLANTA CENTER 133.6 254.3	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	1980-1	316 (400-1)		
CIRCLING	2100-1 436 (500-1)	2140-1 476 (500-1)	2180-1½ 516 (600-1½)	2260-2 596 (600-2)

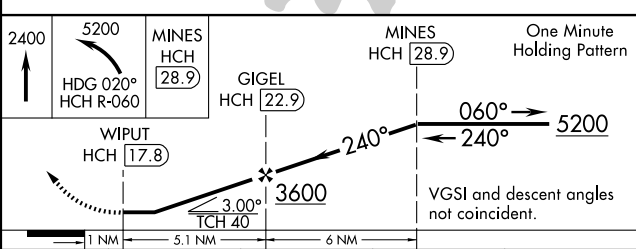
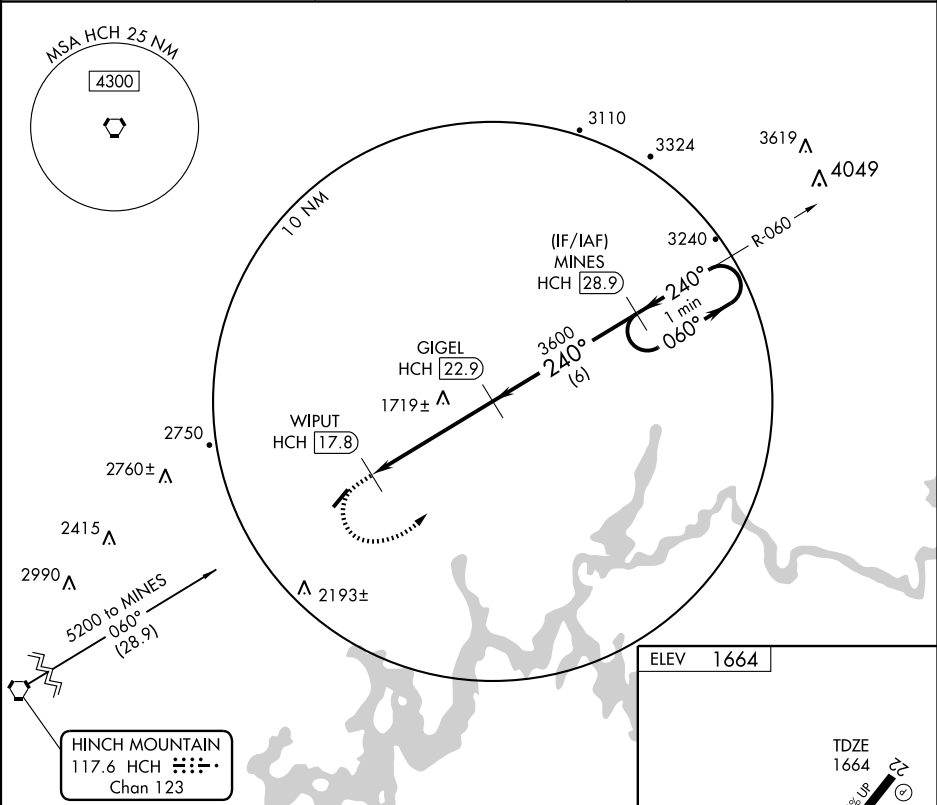


VORTAC HCH	APP CRS	Rwy Idg	5000
117.6	240°	TDZE	1664
Chan 123		Apt Elev	1664

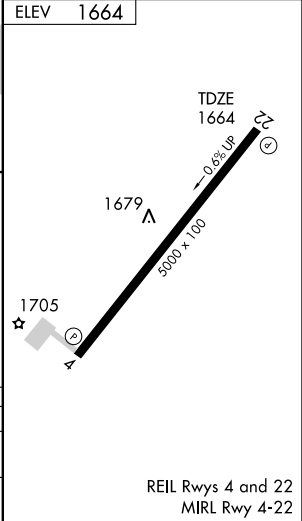
VOR/DME RWY 22  
ROCKWOOD MUNI (RKW)

Visibility reduction by helicopter NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDAs 80 feet, and Circling Cat. D visibility ¼ mile.	MISSED APPROACH: Climb to 2400 then climbing left turn to 5200 via heading 020° and HCH R-060 to MINES 28.9 DME and hold.
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AWOS-3 118.775	ATLANTA CENTER 133.6 254.3	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-22	2060-1¼ 396 (400-1¼)			2060-1½ 396 (400-1½)
CIRCLING	2100-1¼ 436 (500-1¼)	2140-1¼ 476 (500-1¼)	2180-1½ 516 (600-1½)	2260-2 596 (600-2)






GPS RWY 7

ROGERSVILLE/HAWKINS COUNTY (RVN)

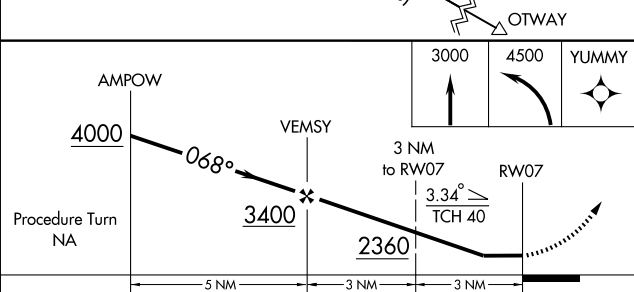
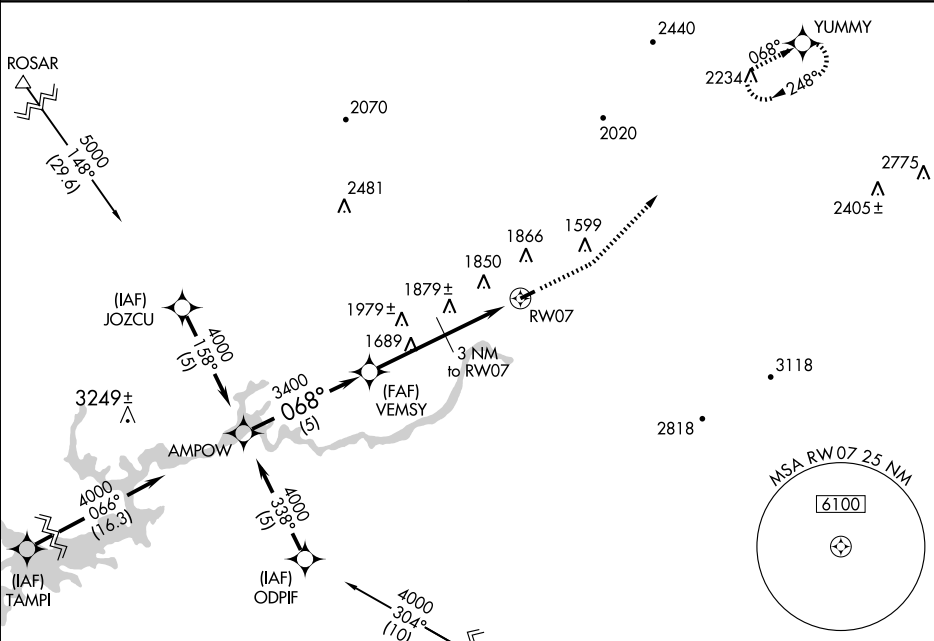
APP CRS	Rwy Idg	3502
068°	TDZE	1255
	Apt Elev	1255



Obtain local altimeter setting on CTAF, if not received use Tri-Cities Rgnl altimeter setting.

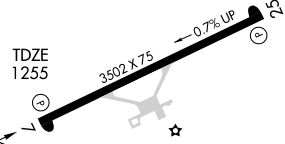
MISSED APPROACH: Climb to 3000 then climbing left turn to 4500 direct YUMMY WP and hold.

TRI CITY APP CON ★ 119.25 317.5	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-7	2140-1¼	885 (900-1¼)	2140-2¾ 885 (900-2¾)	NA
CIRCLING	2180-1¼	925 (1000-1¼)	2180-2¾ 925 (1000-2¾)	NA
TRI-CITIES RGNL ALTIMETER SETTING MINIMUMS				
S-7	2220-1¼ 965 (1000-1¼)	2220-1½ 965 (1000-1½)	2220-3 965 (1000-3)	NA
CIRCLING	2260-1¼ 1005 (1100-1¼)	2260-1½ 1005 (1100-1½)	2260-3 1005 (1100-3)	NA

ELEV 1255



TDZE 1255

068° to RW07

MIRL Rwy 7-25

REIL Rwy 7 and 25

NDB RWY 7

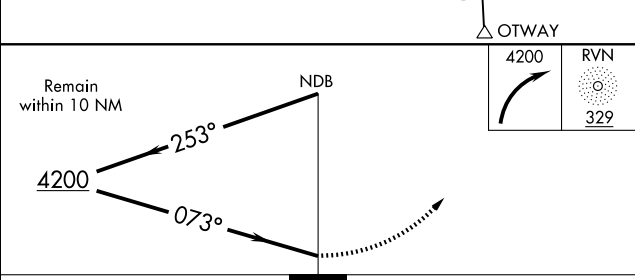
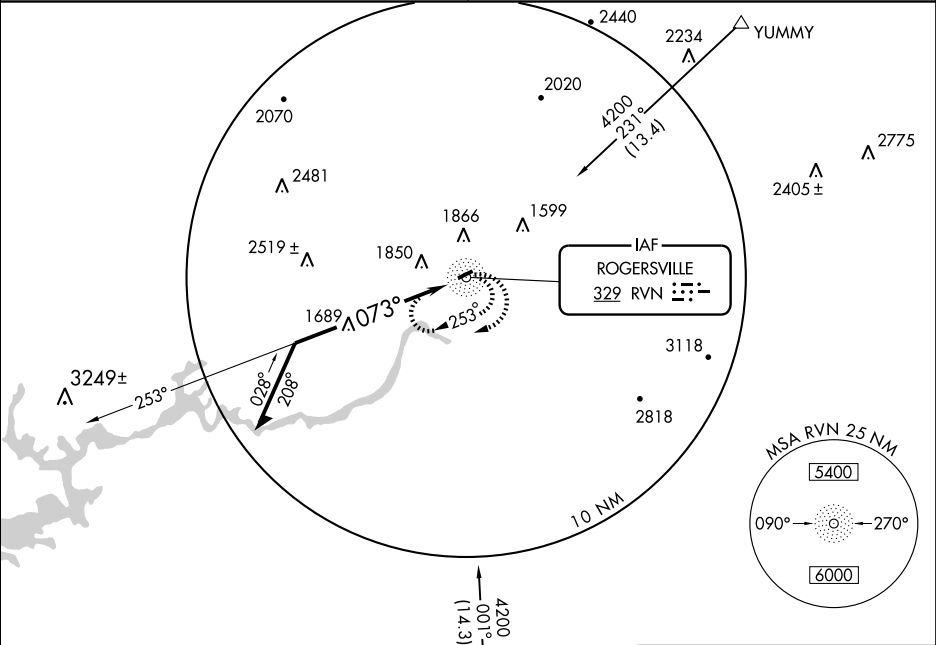
ROGERSVILLE/HAWKINS COUNTY (RVN)

NDB RVN	APP CRS	Rwy Idg	3502
329	073°	TDZE	1255
		Apt Elev	1255

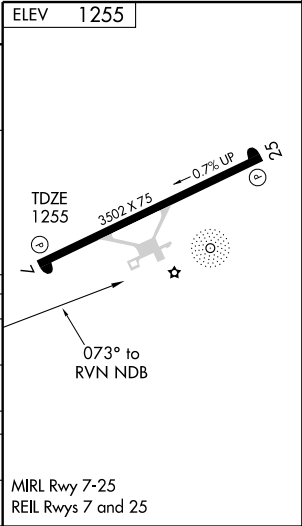
Obtain local altimeter setting on CTAF, if not received use Tri-Cities Rgnl altimeter setting. Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 4200 in RVN NDB holding pattern.

TRI CITY APP CON ★ 119.25 317.5	UNICOM 122.8 (CTAF)
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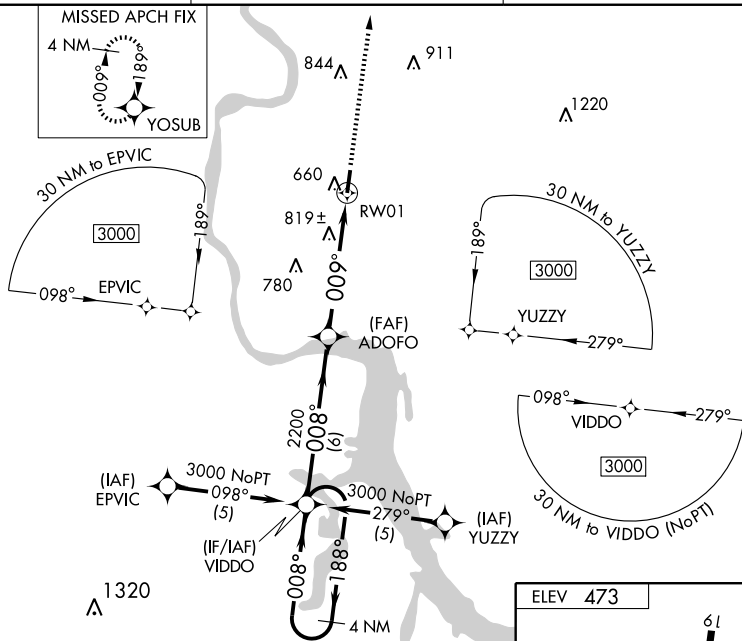
CATEGORY	A	B	C	D
S-7	2880-1¼ 1625 (1700-1¼)	2880-1½ 1625 (1700-1½)	2880-3 1625 (1700-3)	NA
CIRCLING	2880-1¼ 1625 (1700-1¼)	2880-1½ 1625 (1700-1½)	2880-3 1625 (1700-3)	NA
TRI-CITIES RGNL ALTIMETER SETTING MINIMUMS				
S-7	2980-1¼ 1725 (1800-1¼)	2980-1½ 1725 (1800-1½)	2980-3 1725 (1800-3)	NA
CIRCLING	2980-1¼ 1725 (1800-1¼)	2980-1½ 1725 (1800-1½)	2980-3 1725 (1800-3)	NA



Baro-VNAV NA when using Muscle Shoals altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5° F) or above 54°C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muscle Shoals, AL altimeter setting and increase all DA 102 feet and all MDA 120 feet and increase LPV and LNAV/VNAV all Cats. visibility ½ mile, LNAV Cat. C visibility ¼ mile, Circling Cat. B visibility ¼ mile and Circling Cat. C visibility ½ mile. VDP NA when using Muscle Shoals altimeter setting.

**MISSED APPROACH:**  
Climb to 3000 direct  
YOSUB and hold.

UNICOM  
122.8 (CTAF)



SE-1. 22 OCT 2009 to 19 NOV 2009

4 NM Holding Pattern

VDDO

VGS1 and RNAV glidepath not coincident.

ADOFO

3000 ← 188°

008° →

008°

2200

009°

\*1.3 NM to RW01

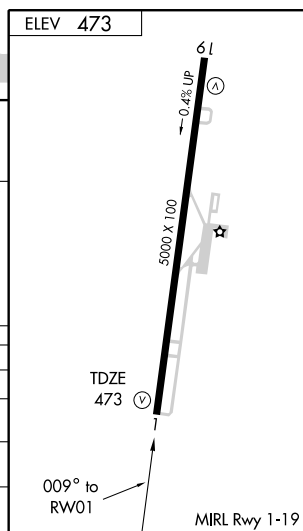
RW01

GS 3.00°  
TCH 51

YOSUB

\* LNAV Only

CATEGORY		A	B	C	D
LPV	DA	845-1¼	372 (400-1¼)		NA
RNAV/ VNAV	DA	1188-2½	715 (800-2½)		NA
RNAV	MDA	1080-1	607 (700-1)	1080-1¾ 607 (700-1¾)	NA
CIRCLING		1100-1	627 (700-1)	1100-1¾ 627 (700-1¾)	NA



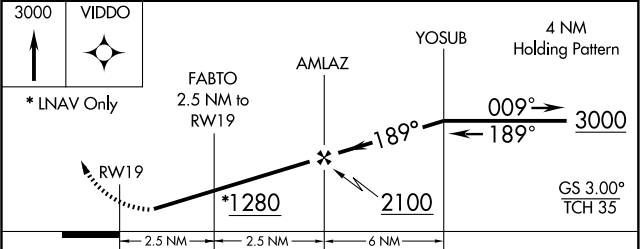
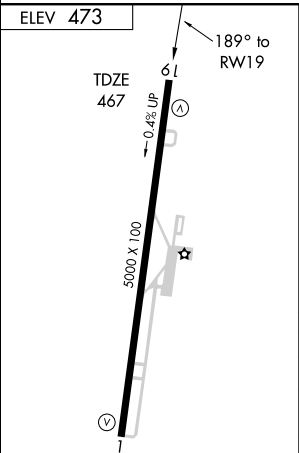
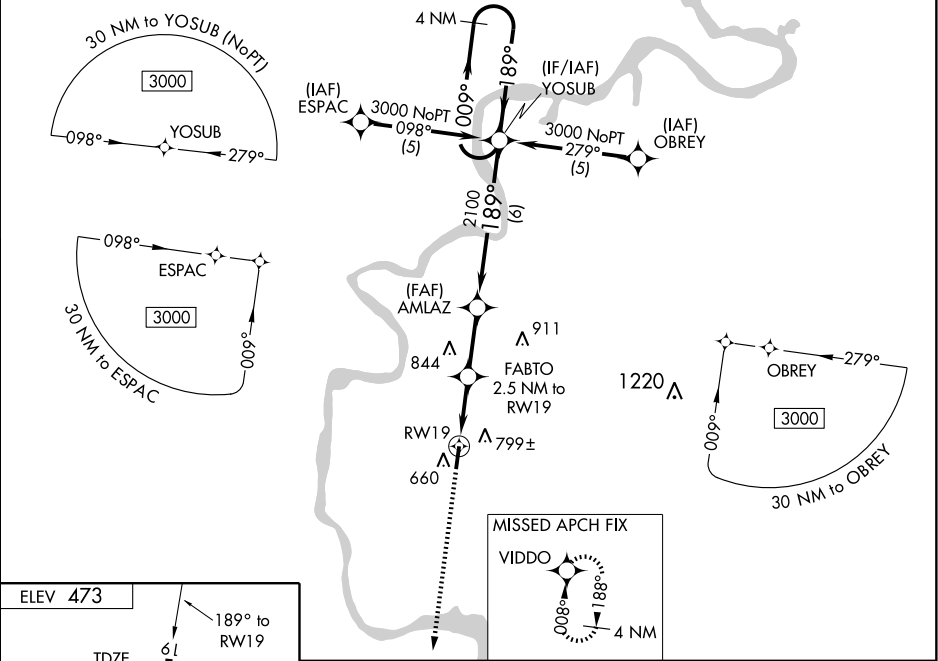
WAAS CH <b>42912</b> <b>W19A</b>	APP CRS <b>189°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>467</b> <b>473</b>
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RNAV (GPS) RWY 19  
SAVANNAH-HARDIN COUNTY (SNH)

**NA** Baro-VNAV NA when using Muscle Shoals altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Muscle Shoals, AL altimeter setting and increase all DA 102 feet and all MDA 120 feet and increase LPV visibility all Cats ½ mile, LNAV/VNAV visibility all Cats ¼ mile, LNAV Cat. C visibility ½ mile, Circling Cat. B visibility ¼ mile and Circling Cat. C visibility ½ mile.

**MISSED APPROACH:**  
Climb to 3000 direct VIDD0 and hold.

AWOS-3 <b>133.925</b>	MEMPHIS CENTER <b>124.35 239.3</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
LPV DA	873-1½	406 (400-1½)		NA
LNAV/ VNAV DA	999-2	532 (600-1)		NA
LNAV MDA	1060-1	593 (600-1)	1060-1½ 593 (600-1½)	NA
CIRCLING	1100-1	627 (700-1)	1100-1¾ 627 (700-1¾)	NA

MIRL Rwy 1-19

VOR/DME JKS <b>109.4</b> Chan <b>31</b>	APP CRS <b>162°</b>	Rwy Idg <b>5000</b> TDZE <b>467</b> Apt Elev <b>473</b>
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VOR/DME RWY 19  
SAVANNAH-HARDIN COUNTY (SNH)

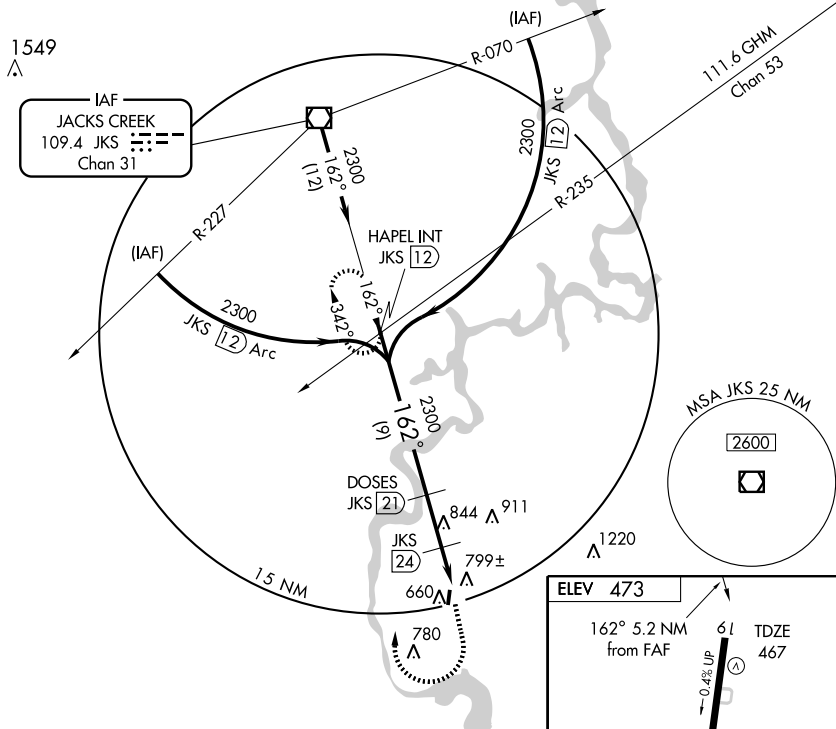
**T** If local altimeter setting not received use Muscle Shoals  
**ANA** altimeter setting and increase all MDAs 120 feet.

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 2300 via JKS R-162 to HAPL Int/JKS 12 DME and hold.

AWOS-3  
133.925

MEMPHIS CENTER  
124.35 239.3

UNICOM  
122.8 (CTAF)



### Procedure

#### Turn NA

HAPEL INT  
IKS 12DOSES  
1K5 [21]

1500

23

HAPEL INT  
IKS 12

2300 |—



JK

24

1180

1

- 9 NM



S-19	1060-1 .593 (600-1)
------	---------------------

CIRCLING	1120-1 647 (700-1)
----------	--------------------

1060-1½

1160-2

1060-1<sup>3/4</sup>

1180-2¼

ELEV 473

162° 5.2 N  
from FAF

TDZE  
467

000 X 100

MIRI Rwy 1-19

Knots

60

90

12

1	1
---	---

0	
---	--

Min:Sec

10

10

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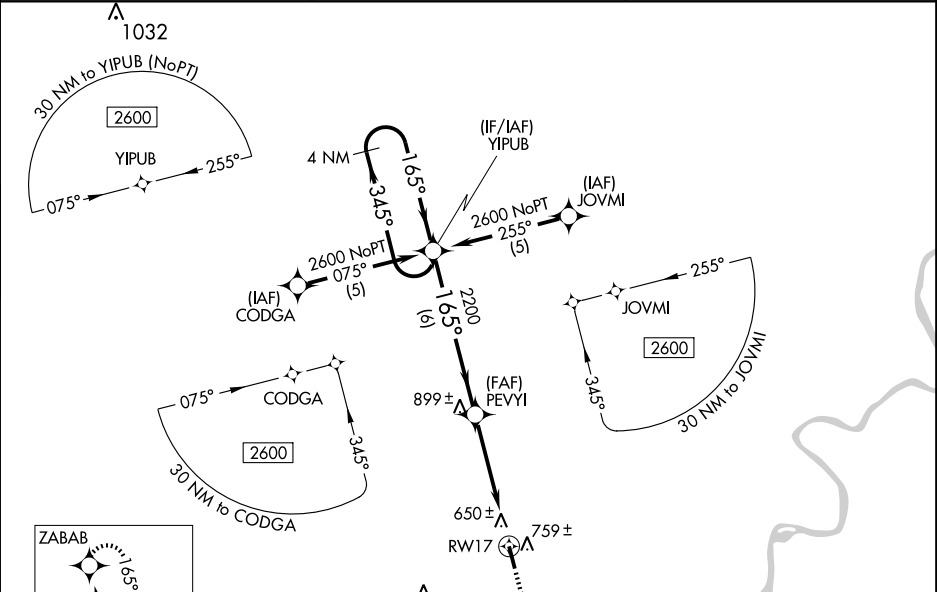
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WAAS CH <b>40408</b> <b>W17A</b>	APP CRS <b>165°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>607</b> <b>610</b>
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RNAV (GPS) RWY 17  
SELMER/ROBERT SIBLEY (SZY)

<p><b>⚠ NA</b> When local altimeter setting not received, use McKellar-Sipes Rgnl altimeter setting and increase all DA 97 feet and all MDA 100 feet, LPV and LNAV/VNAV all Cats. and LNAV Cat. C visibilities ¼ mile, and LNAV Cat. D visibility ½ mile. Baro-VNAV NA when using McKellar-Sipes Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climb to 2600 direct ZABAB and hold.</p>
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AWOS-3 <b>118.425</b>	MEMPHIS CENTER <b>124.35 239.3</b>	UNICOM <b>122.7 (CTAF) 0</b>
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<p>4 NM Holding Pattern</p> <p>YIPUB</p> <p>2600 ← 345° / 165° →</p> <p>GS 3.00° TCH 30</p> <p>6 NM</p> <p>4.9 NM</p> <p>VGSI and RNAV glidepath not coincident.</p> <p>PEVYI</p> <p>RWY 17</p> <p>2600</p> <p>ZABAB</p> <p>ELEV 610</p> <p>TDZE 607</p> <p>165° to RWY 17</p> <p>5002 X 75</p> <p>35</p>				
CATEGORY	A	B	C	D
LPV DA	861-1 254 (300-1)			
LNAV/VNAV DA	1055-1¾ 448 (500-1¾)			
LNAV MDA	1020-1 413 (500-1)		1020-1¼ 413 (500-1¼)	
CIRCLING	1060-1 450 (500-1)	1080-1 470 (500-1)	1080-1½ 470 (500-1½)	1160-2 550 (600-2)
REIL Rwy 35 MRL Rwy 17-35 0				



VOR/DME JKS <b>109.4</b> Chan <b>31</b>	APP CRS <b>194°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>610</b>
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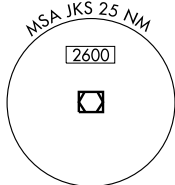
VOR/DME-A

SELMER/ROBERT SIBLEY (SZY)

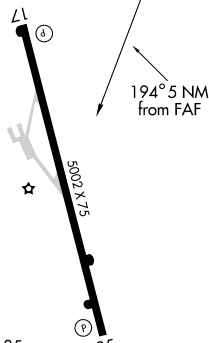
<b>T</b>	Obtain local altimeter setting on CTAF; when
<b>A</b> NA	not received, use Jackson altimeter setting.

**MISSED APPROACH:** Climbing right turn to 3000 via JKS R-194 to PURDE/19.3 DME and hold.

AWOS-3 <b>118,425</b>	MEMPHIS CENTER <b>124.35 239.3</b>	UNICOM <b>122.7 (CTAF) 0</b>
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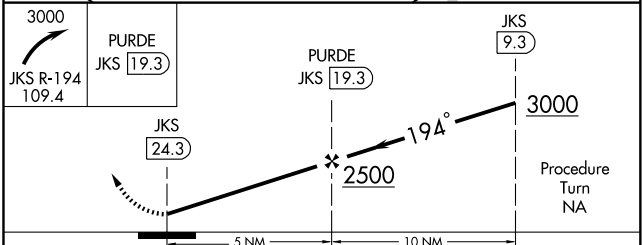
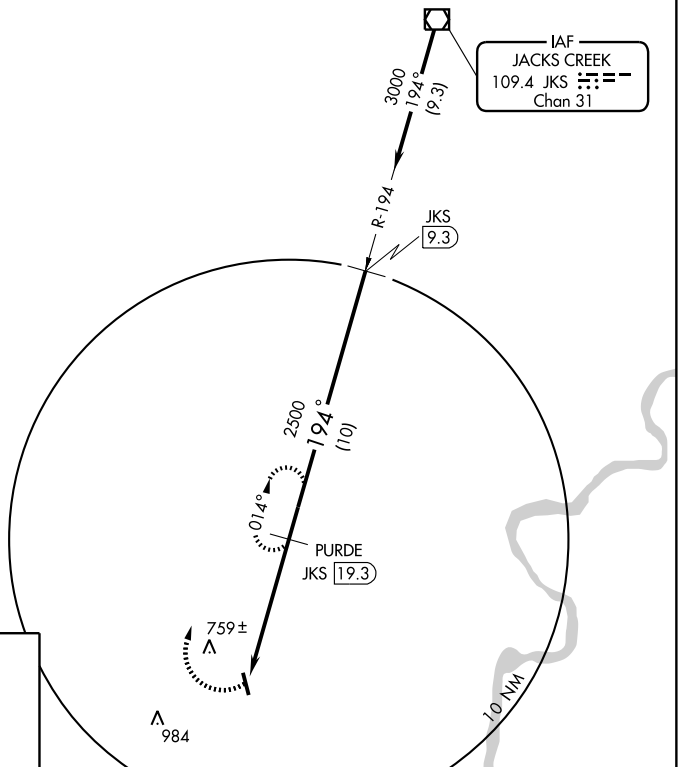
$$\Lambda_{1032}$$


ELEV 610



REIL Rwy 35  
MIRL Rwy 17-35 **L**

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
CIRCLING	1060-1 450 (500-1)	1080-1½ 470 (500-1½)	1080-1½ 470 (500-1½)	1160-2 550 (600-2)
JACKSON ALTIMETER SETTING MINIMUMS				
CIRCLING	1160-1 550 (600-1)	1180-1¼ 570 (600-1¼)	1180-1½ 570 (600-1½)	1180-2 570 (600-2)





VORTAC VXV <b>116.4</b> Chan <b>111</b>	APP CRS <b>102°</b>	Rwy Idg <b>5506</b> TDZE <b>1014</b> Apt Elev <b>1014</b>
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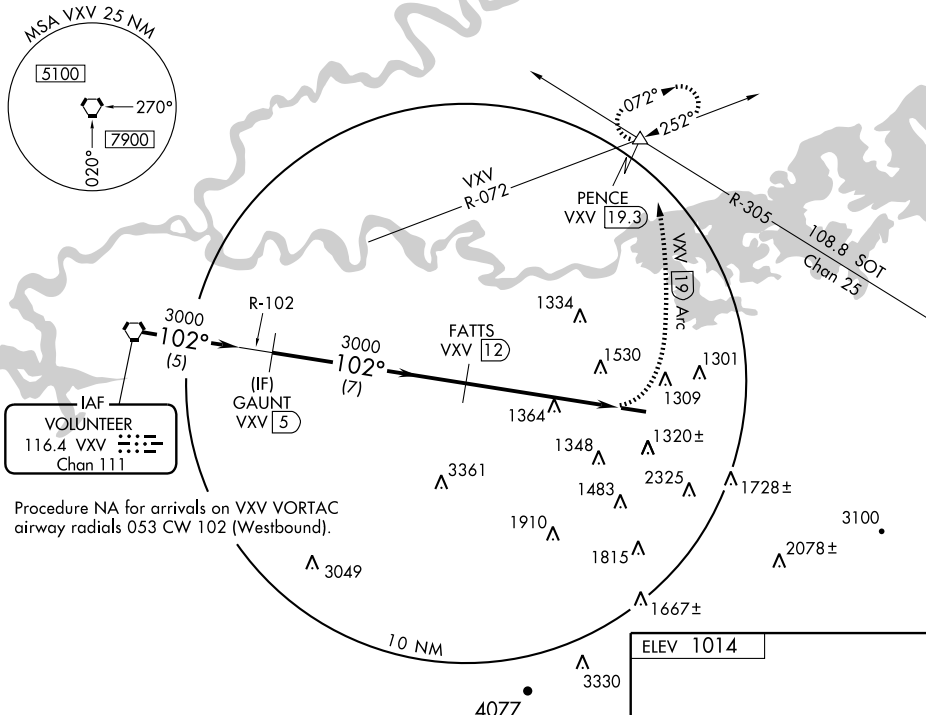
VOR/DME RWY 10  
SEVIERVILLE/GATLINBURG-PIGEON FORGE (GKT)

**T** When local altimeter setting not received, use Knoxville altimeter setting and increase all MDA 60 feet and Cats. A, C and D visibilities  $\frac{1}{4}$  mile.  
**A** NA Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climbing left turn to 4000 via VXV 19 DME Arc to PENCE Int and hold.

AWOS-3  
126.875

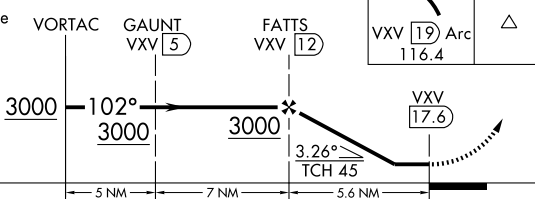
KNOXVILLE APP CON  
132.8 360.8

UNICOM  
123.0 (CTAF) **L**

SE-1. 22 OCT 2009 to 19 NOV 2009

VGS1 and descent angles not coincident.

Procedure  
Turn  
NA



CATEGORY	A	B	C	D
S-10	1840-1 826 (900-1)	1840-1¼ 826 (900-1¼)	1840-2½ 826 (900-2½)	1840-2¾ 826 (900-2¾)
CIRCLING	1840-1 826 (900-1)	1880-1¼ 866 (900-1¼)	1880-½ 866 (900-½)	1880-¾ 866 (900-¾)

REIL Rwy 10 and 28  
MIRL Rwy 10-28 **L**

WAAS CH <b>50407</b> <b>W18A</b>	APP CRS <b>180°</b>	Rwy Idg TDZE <b>800</b> Apt Elev <b>801</b>	<b>5503</b>
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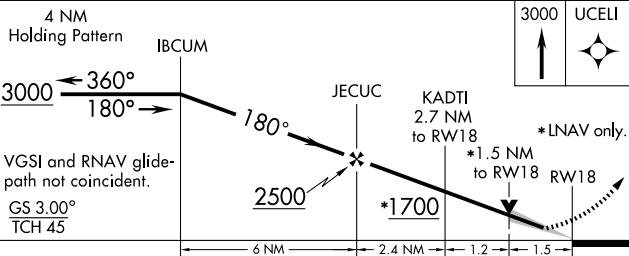
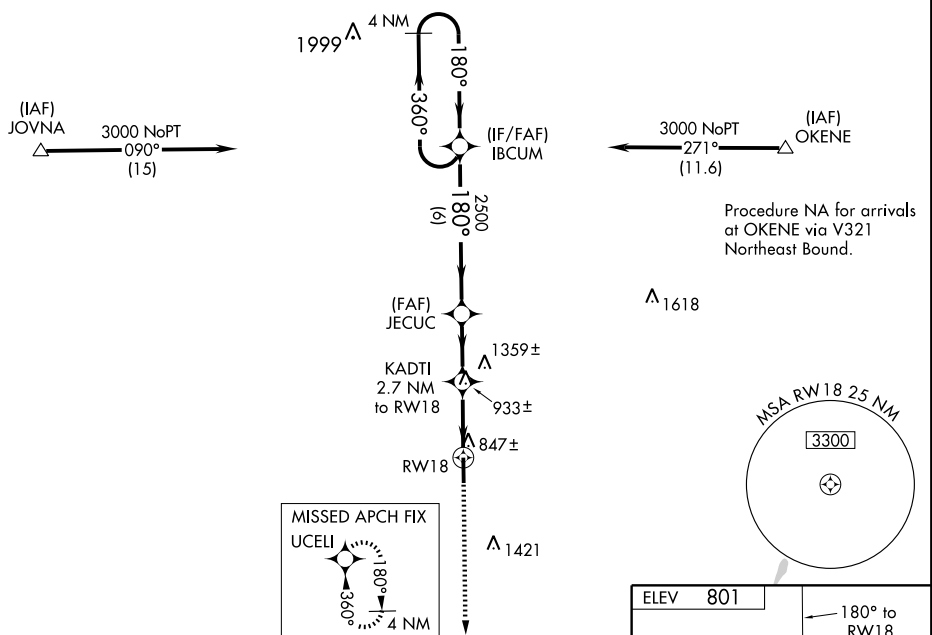
RNAV (GPS) RWY 18

SHELBYVILLE/ BOMAR FIELD-SHELBYVILLE MUNI (SYT)

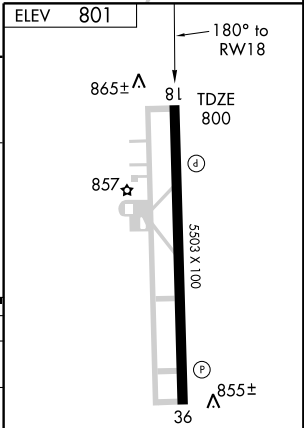
When local altimeter setting not received, use Tullahoma altimeter setting and increase LPV DA to 1123, LNAV/VNAV DA to 1389, all MDA 80 feet, increase LPV all Cats. visibility ½ mile, LNAV/VNAV all Cats. visibility ¼ mile, LNAV and Circling Cat. C and D visibility ¼ mile. Baro-VNAV NA when using Tullahoma altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4°F) or above 47° C (116° F). DME/DME RNP-0.3 NA. VDP NA when using Tullahoma altimeter setting.

MISSED APPROACH:  
Climb to 3000 direct UCELI and hold.

AWOS-3 <b>119.275</b>	MEMPHIS CENTER <b>126.75 353.5</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	1050-¾ 250 (300-¾)			
LNAV/VNAV DA	1316-1¾ 516 (600-1¾)			
LNAV MDA	1280-1 480 (500-1)	1280-1¼ 480 (500-1¼)	1280-1½ 480 (500-1½)	
CIRCLING	1280-1 479 (500-1)	1420-1 619 (700-1)	1420-1¼ 619 (700-1¼)	1440-2 639 (700-2)



MIRL Rwy 18-36 0  
REIL Rwy 18 and 36

APP CRS	Rwy Idg	5503
015°	TDZE	801
	Apt Elev	801

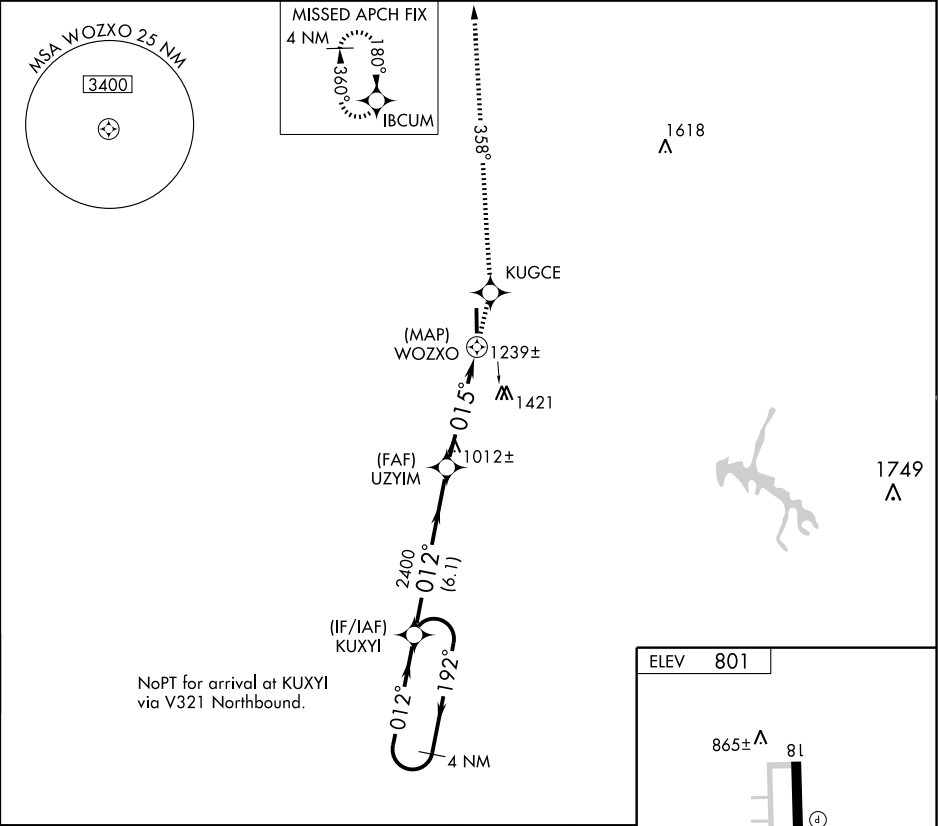
RNAV (GPS) Y RWY 36

SHELBYVILLE/ BOMAR FIELD-SHELBYVILLE MUNI (SYT)

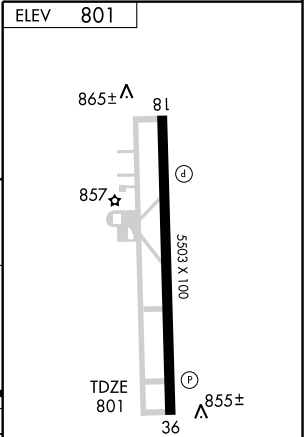
When local altimeter setting not received, use Tullahoma altimeter setting and increase all MDA 80 feet, and increase LNAV Cat. C/D visibility and Circling Cat. C/D visibility ¼ mile. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct KUGCE and via 358° track to IBCUM.

AWOS-3 119.275	MEMPHIS CENTER 126.75 353.5	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		KUXYI		UZYIM		3000 ↑		KUGCE ✱		358° TRK		IBCUM ✱		
3000		← 192° 012° →		012°		2.99° TCH 45		0.9 NM to WOZXO		WOZXO				
VGSI and descent angles not coincident.				2400		015°								
		6.1 NM		3.5 NM		0.9		0.5						
CATEGORY	A		B		C		D							
LNAV MDA	1260-1		459 (500-1)		1260-1¼		459 (500-1¼)							
CIRCLING	1260-1 459 (500-1)		1420-1 619 (700-1)		1420-1¾ 619 (700-1¾)		1440-2 639 (700-2)							



WAAS CH <b>97607</b> <b>W36A</b>	APP CRS <b>360°</b>	Rwy Idg TDZE Apt Elev	<b>5503</b> <b>801</b> <b>801</b>
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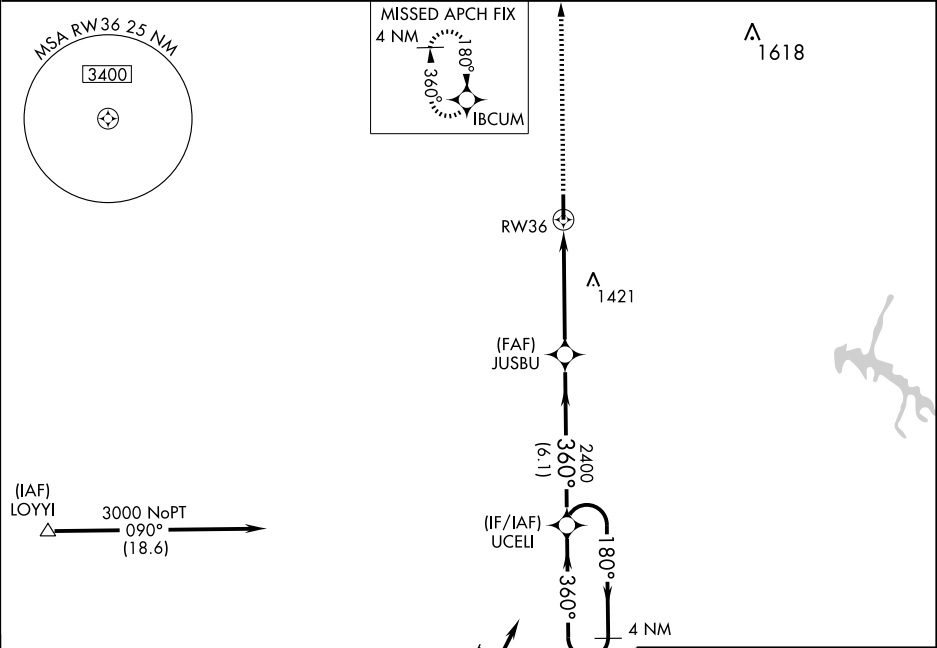
# RNAV (GPS) Z RWY 36

SHELBYVILLE/ BOMAR FIELD-SHELBYVILLE MUNI (SYT)

**When local altimeter setting not received, use Tullahoma altimeter setting and increase LPV DA to 1124, all MDA 80 feet, increase LPV all Cats. visibility ½ mile, LNAV and Circling Cat. C and D visibility ¼ mile. DME/DME RNP-0.3 NA. VDP NA when using Tullahoma altimeter setting.**

**MISSED APPROACH:** Climb to 3000 direct IBCUM and hold.

AWOS-3 <b>119.275</b>	MEMPHIS CENTER <b>126.75 353.5</b>	UNICOM <b>122.8 (CTAF) 0</b>
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4 NM Holding Pattern

UCELI

JUSBU

3000 IBCUM

180°  
360°

GS 3.00°  
TCH 51

VGSI and RNAV glide-path not coincident.

2400

6.1 NM

2.4 NM

2.4 NM

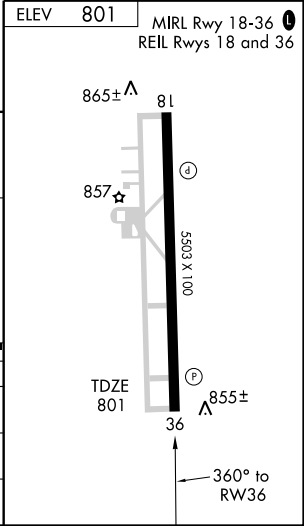
2.4 NM

RW36

\* LNAV only.

\* 2.4 NM to RW36

CATEGORY	A	B	C	D
LPV DA	1051-3/4 250 (300-3/4)			
LNAV MDA	1580-1 779 (800-1)	1580-1 1/4 779 (800-1 1/4)	1580-2 1/4 779 (800-2 1/4)	1580-2 1/2 779 (800-2 1/2)
CIRCLING	1580-1 779 (800-1)	1580-1 1/4 779 (800-1 1/4)	1580-2 1/4 779 (800-2 1/4)	1580-2 1/2 779 (800-2 1/2)



VOR/DME SYI	APP CRS	Rwy Idg
109.0	160°	5503
Chan 27		TDZE 799
		Apt Elev 800

VOR/DME RWY 18

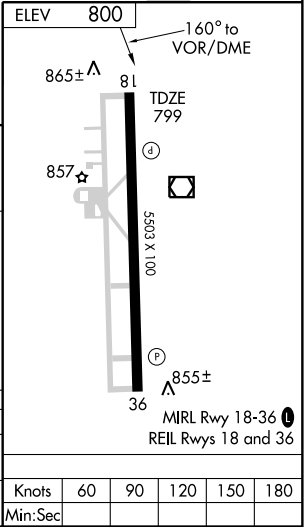
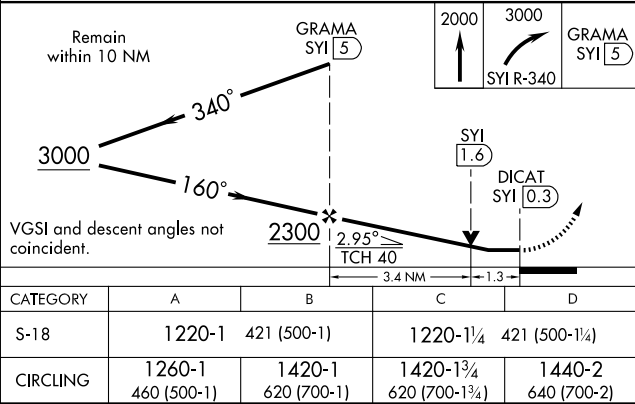
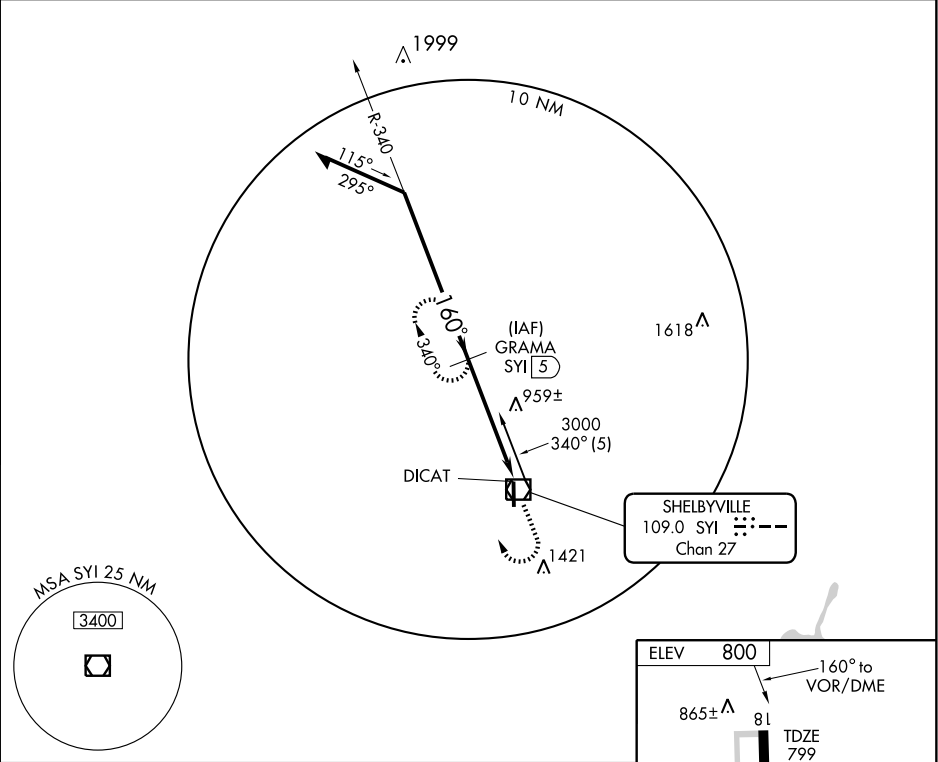
SHELBYVILLE/BOMAR FIELD-SHELBYVILLE MUNI (SYI)

**▽** If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 120 feet, and increase Cat C visibility ¼ mile, Cat D ½ mile.

**△ NA** VDP NA when using Nashville Intl altimeter setting.

**MISSED APPROACH:** Climb to 2000 then climbing right turn to 3000 via SYI R-340 to GRAMA/5 DME and hold.

AWOS-3 119.275	MEMPHIS CENTER 126.75 353.5	UNICOM 122.8 (CTAF) <b>①</b>
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VOR/DME SYI  
**109.0**  
Chan **27**

APP CRS  
152°

Rwy Idg	<b>5503</b>
TDZE	<b>799</b>
Apt Elev	<b>800</b>

VOR RWY 18

SHELBYVILLE/BOMAR FIELD-SHELBYVILLE MUNI (SYI)

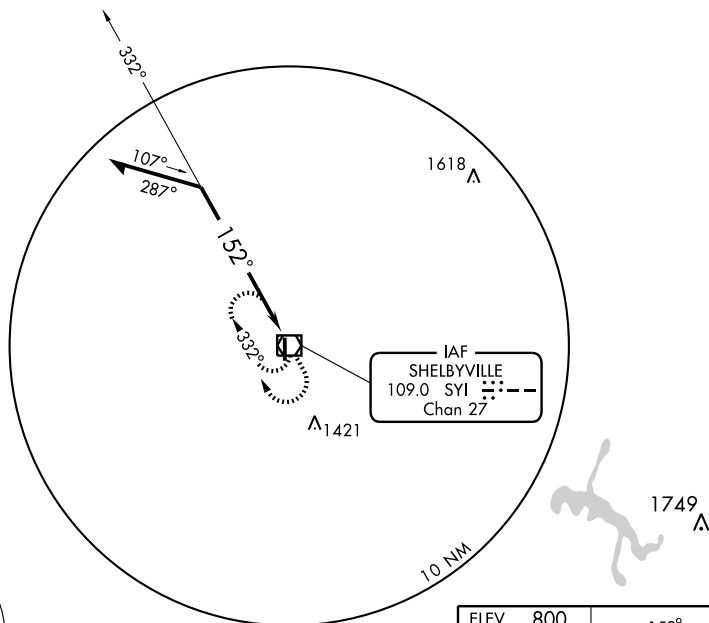


**MISSED APPROACH:** Climbing right turn to 2800 in SYI VOR/DME holding pattern.

AWOS-3  
**119,275**

MEMPHIS CENTER  
126.75 353.5

UN|COM  
122.8 (CTAF) **L**



MSA SYI 25 NM

3400

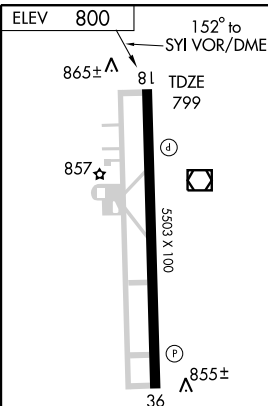
Remain within 10 NM

VOR/DME

2800

2800

SYI  
  
 109.0



MIRL Rwy 18-36 **L**  
REIL Rwys 18 and 36

CATEGORY	A	B	C	D	MIRL Rwy 18-36 REIL Rwy 18 and 36					
S-18	1360-1	561 (600-1)	1360-1½ 561 (600-1½)	1360-1¾ 561 (600-1¾)						
CIRCLING	1360-1 560 (600-1)	1420-1 620 (700-1)	1420-1¼ 620 (700-1¼)	1440-2 640 (700-2)	Knots	60	90	120	150	180
					Min:Sec					

VOR/DME SYI <b>109.0</b> Chan <b>27</b>	APP CRS <b>016°</b>	Rwy Idg <b>5503</b> TDZE <b>801</b> Apt Elev <b>801</b>
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VOR RWY 36  
SHELBYVILLE/ BOMAR FIELD-SHELBYVILLE MUNI (SYT)

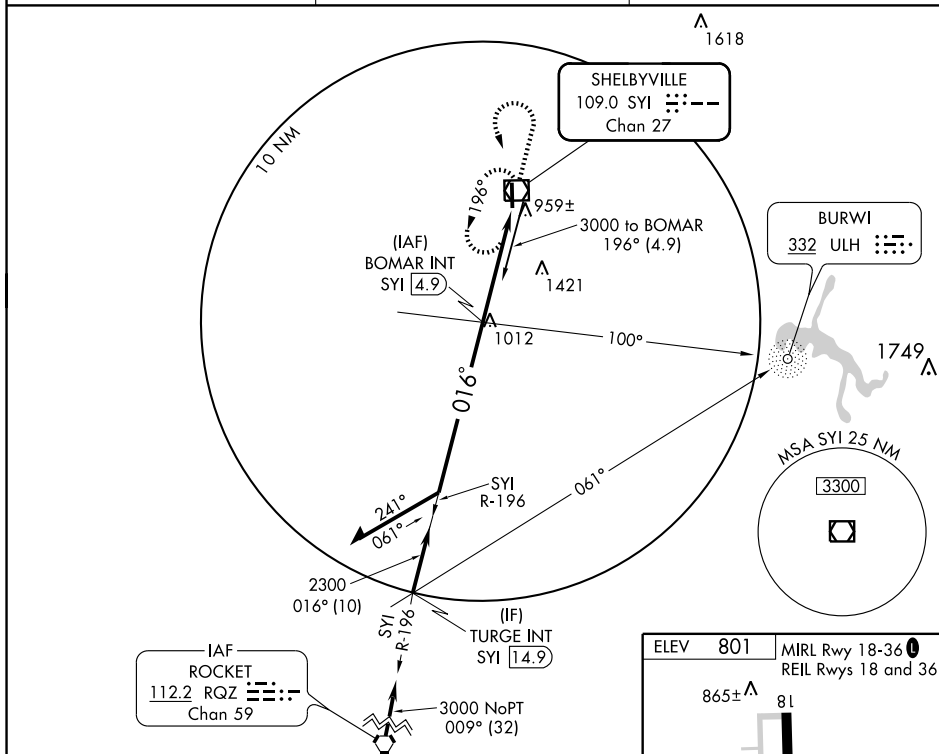
**T** When local altimeter setting not received, use Tullahoma altimeter setting and increase all MDA 80 feet, S-36 Cat. D visibility  $\frac{1}{4}$ , and Circling Cat. C and D visibility  $\frac{1}{4}$ . VDP NA when using Tullahoma altimeter setting.

**A** ADF or DME Required.




**MISSED APPROACH:** Climb to 2000 then climbing left turn to 3000 direct SYI VOR/DME and hold.

AWOS-3  
119.275

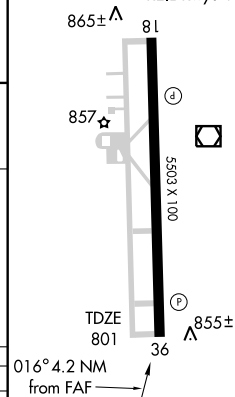
MEMPHIS CENTER  
126.75 353.5

UN|COM  
122.8 (CTAF) **L**

Remain  
within 10 NM

2000	3000	SYI
		
		109.0

ELEV	801	MIRL Rwy 18-36 <b>L</b> REIL Rwys 18 and 36
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CATEGORY	A	B	C	D
S-36	1220-1	419 (500-1)	1220-1 $\frac{1}{4}$	419 (500-1 $\frac{1}{4}$ )
CIRCLING	1260-1 459 (500-1)	1420-1 619 (700-1)	1420-1 $\frac{3}{4}$ 619 (700-1 $\frac{3}{4}$ )	1440-2 639 (700-2)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

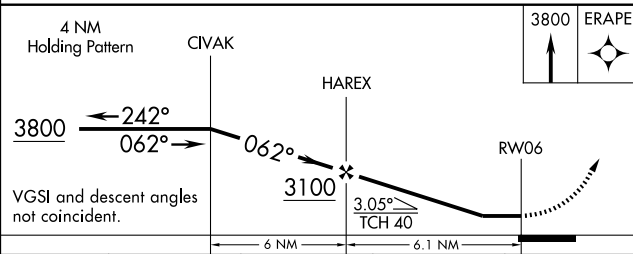
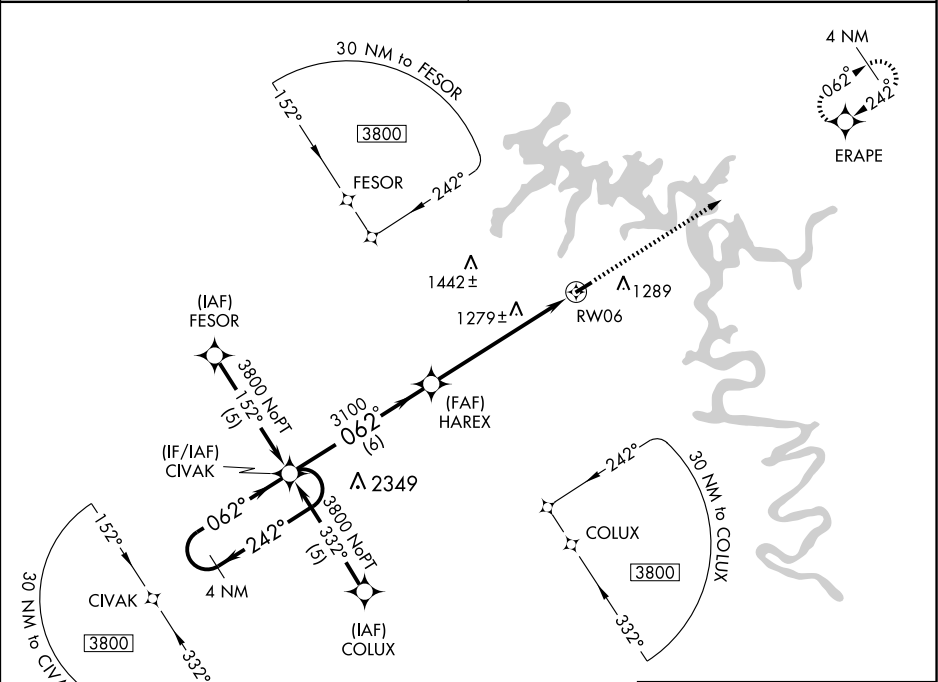
NA

Use Sparta altimeter setting; when not received, use McMinnville altimeter setting and increase all MDAs 20 feet and LNAV and Circling Cat. C visibility ¼ mile.

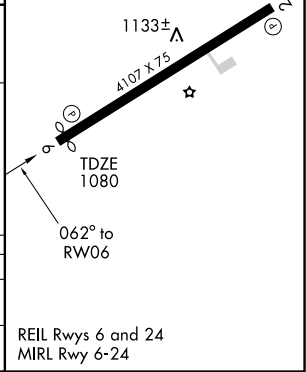
MISSED APPROACH: Climb to 3800 direct ERAPE and hold.

MEMPHIS CENTER  
132.1 263.1

UNICOM  
122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1580-1	500 (500-1)	1580-1¼ 500 (500-1¼)	NA
CIRCLING	1680-1	596 (600-1)	1680-1½ 596 (600-1½)	NA



APP CRS	Rwy Idg	<b>4107</b>
<b>242°</b>	TDZE	<b>1084</b>
	Apt Elev	<b>1084</b>

## RNAV (GPS) RWY 24

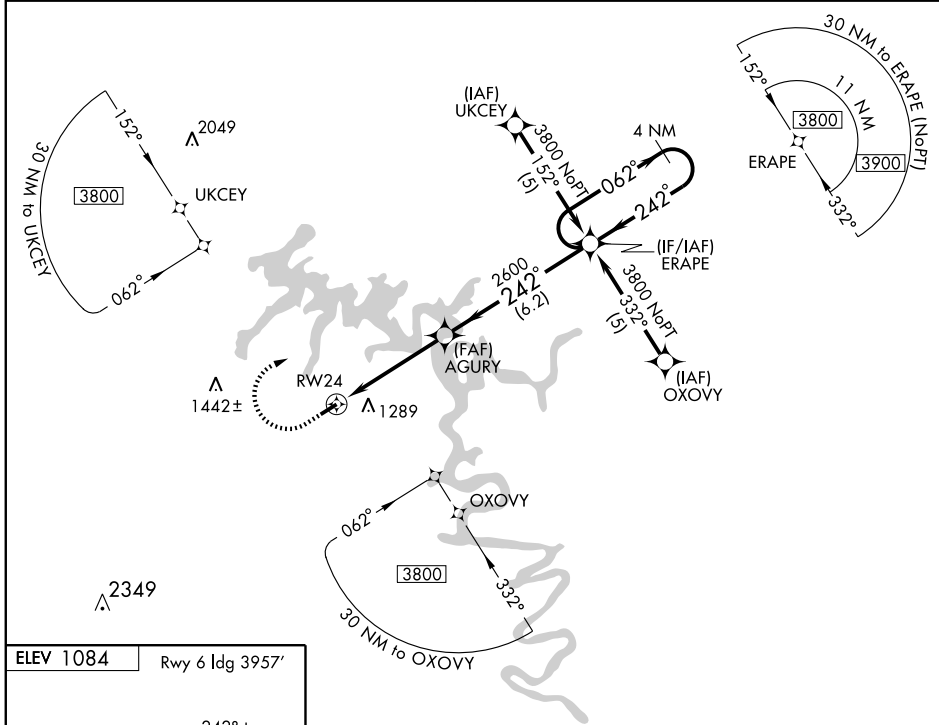
SMITHVILLE MUNI (0A3)

**T** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**A** NA Use Sparta altimeter setting; when not received, use McMinnville altimeter setting and increase all MDAs 20 feet and Circling Cat. C visibility  $\frac{1}{4}$  mile.

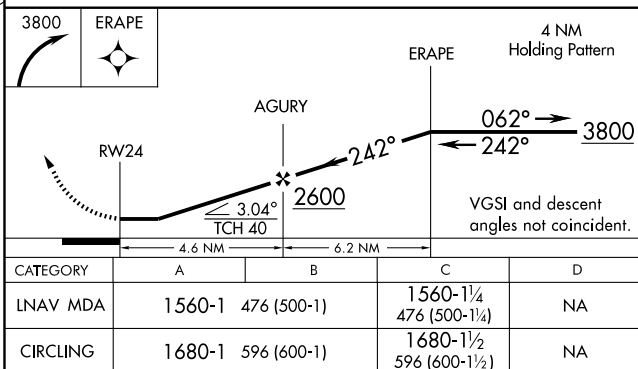
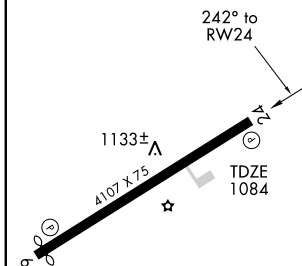
**MISSED APPROACH:**  
Climbing right turn to 3800  
direct ERAPE and hold.

MEMPHIS CENTER  
132.1 263.1

UNICOM  
122.8 (CTAF)



ELEV 1084	Rwy 6 ldg 3957'
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## GRAHAM FIVE ARRIVAL (GHM.GHM5)

NASHVILLE, TENNESSEE

NASHVILLE APP CON  
120.6 387.0  
NASHVILLE ATIS  
135.1

GHM VORTAC  
TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION

Expect clearance to cross at 11000.  
Expect clearance to cross at 250 KIAS  
when landing BNA Rwy's 2L, 2C, 2R or 13.

NASHVILLE  
114.1 BNA   
Chan 88  
N36°08.22' - W86°41.09'

DYERSBURG  
116.8 DYR   
Chan 115

GRAHAM  
111.6 GHM   
Chan 53  
N35°50.04' - W87°27.11'

JOHN C.  
TUNE

NASHVILLE  
INTL  
SMYRNA  
MURFREESBORO  
MUNI

LINGA  
N36°05.17'  
W86°48.87'

7000  
067°  
(71)

HELAM  
N35°27.44'  
W88°38.58'

7000  
066°  
(62)

7000  
016°  
(150)

4000  
066°  
(35)

7000  
346°  
(132)

MEMPHIS  
117.5 MEM   
Chan 122  
N35°00.91' - W89°58.99'  
L-18, H-6

NOTE: Radar Required  
on the SIDON and  
BIGBEE Transitions.

SIDON  
114.7 SQS   
Chan 94  
N33°27.83' - W90°16.64'  
L-18, H-6

BIGBEE  
116.2 IGB   
Chan 109  
N33°29.13' - W88°30.82'  
L-18, H-6

VULCAN  
114.4 VUZ   
Chan 91  
N33°40.21'  
W86°53.99'  
L-18, H-6-9

NOTE: DME Required.  
NOTE: Chart not to scale.

BIGBEE TRANSITION (IGB.GHM5): From over IGB VORTAC via IGB R-016 and GHM R-198 to GHM VORTAC. Thence. . .

MEMPHIS TRANSITION (MEM.GHM5): From over MEM VORTAC via MEM R-067 and GHM R-246 to GHM VORTAC. Thence. . .

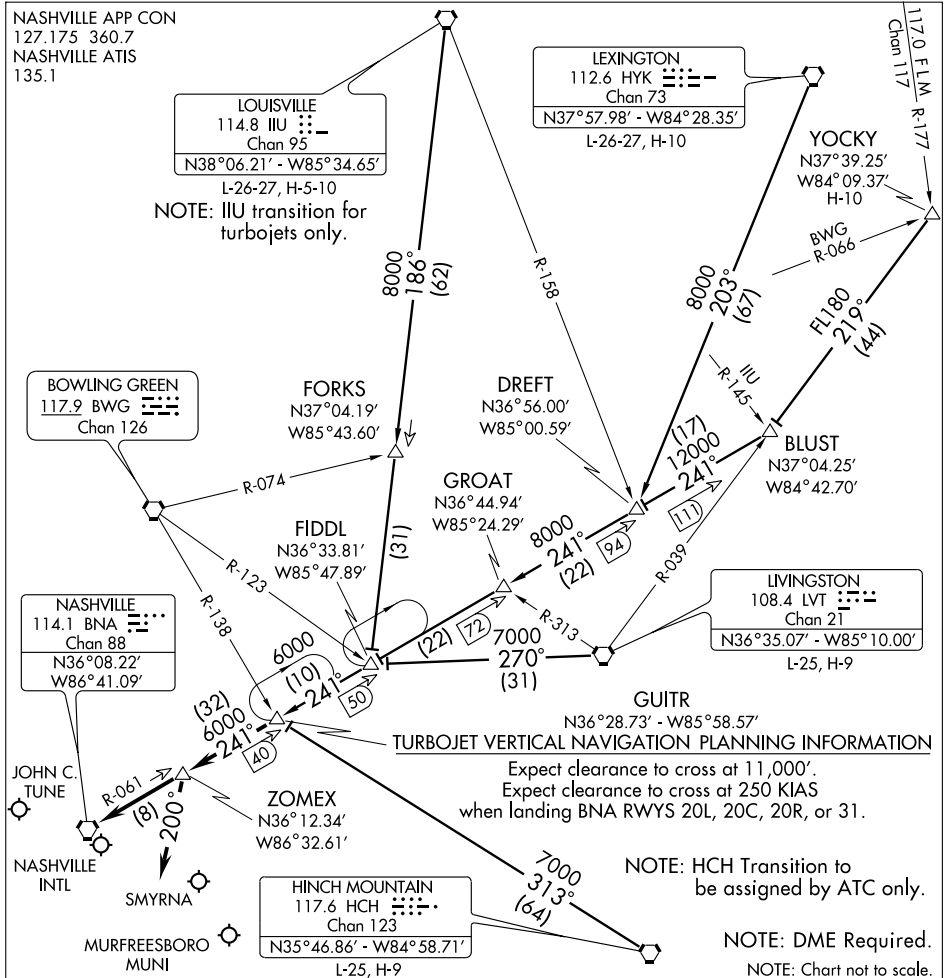
SIDON TRANSITION (SQS.GHM5): From over SQS VORTAC via SQS R-041 and GHM R-222 to GHM VORTAC. Thence. . .

VULCAN TRANSITION (VUZ.GHM5): From over VUZ VORTAC via VUZ R-346 and GHM R-165 to GHM VORTAC. Thence. . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC. LANDING SOUTH: From over GHM VORTAC via BNA R-246 to LINGA. Thence heading 020° for vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC.

## GUITR FOUR ARRIVAL (GUITR.GUITR4)

NASHVILLE, TENNESSEE



**HINCH MOUNTAIN TRANSITION (HCH.GUITR4):** From over HCH VORTAC via HCH R-313 to GUITR INT. Thence. . . .

**LEXINGTON TRANSITION (HYK.GUITR4):** From over HYK VORTAC via HYK R-203 to DREFT INT, then via BNA R-061 to GUITR INT. Thence. . . .

**LIVINGSTON TRANSITION (LVT.GUITR4):** From over LVT VORTAC via LVT R-270 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

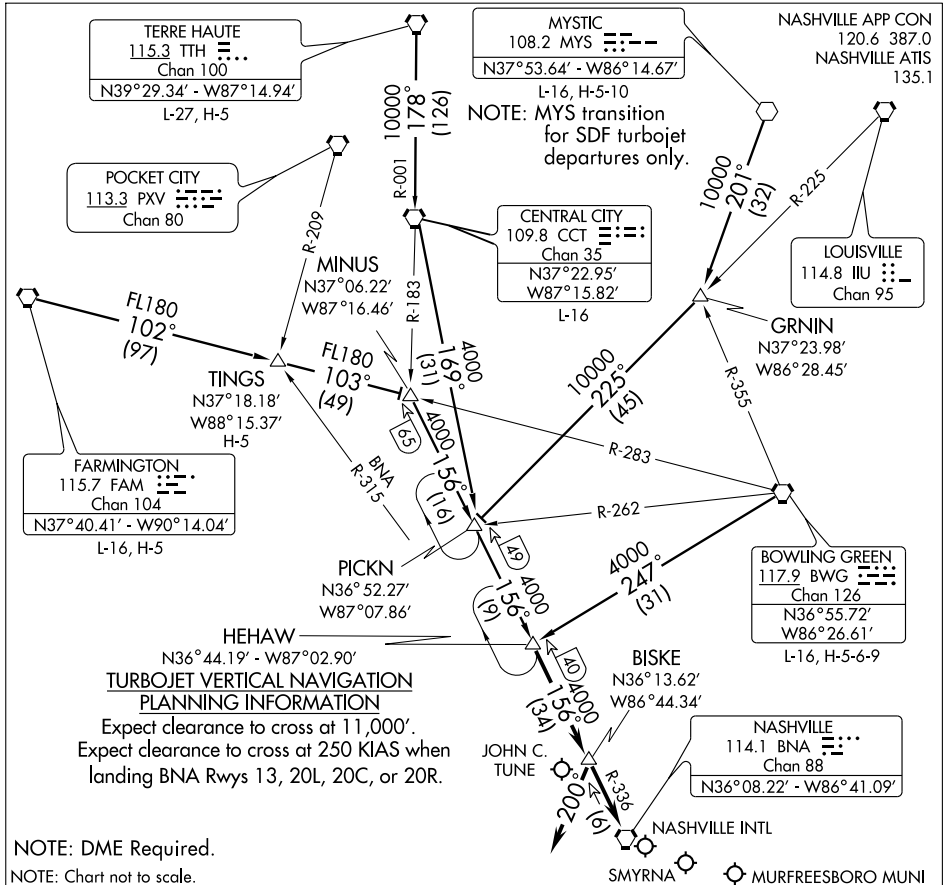
**LOUISVILLE TRANSITION (LIU.GUITR4):** From over LIU VORTAC via LIU R-186 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

**YOCKY TRANSITION (YOCKY.GUITR4):** From over YOCKY INT via LVT R-039 to BLUST INT, then via BNA R-061 to GUITR INT. Thence. . . .

....**TURBOJETS/TURBOPROPS; LANDING NORTH:** From over GUITR INT via BNA R-061 to ZOMEX. Thence heading 200° for vectors to final approach course. **LANDING SOUTH:** From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT. **NON-TURBINE;** all runways: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT.

## HEHAW FIVE ARRIVAL (HEHAW.HEHAW5)

NASHVILLE, TENNESSEE



**BOWLING GREEN TRANSITION (BWG.HEHAW5):** From over BWG VORTAC via BWG R-247 to HEHAW INT. Thence. . . .

**CENTRAL CITY TRANSITION (CCT.HEHAW5):** From over CCT VORTAC via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

**FARMINGTON TRANSITION (FAM.HEHAW5):** From over FAM VORTAC via FAM R-102 and BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . . .

**MYSTIC TRANSITION (MYS.HEHAW5):** From over MYS VOR via MYS R-201 to GRNIN INT, then via IUU R-225 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

**TERRE HAUTE TRANSITION (TTH.HEHAW5):** From over TTH VORTAC via TTH R-178 and CCT R-001 to CCT VORTAC, then via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

**TINGS TRANSITION (TINGS.HEHAW5):** From over TINGS INT via BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . . .

**....TURBOJETS/TURBOPROPS; LANDING NORTH:** From over HEHAW INT via BNA R-336 to BISKE. Thence heading 200° for vectors to final approach course. **LANDING SOUTH:** From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course. **NON-TURBINE;**

**ALL RUNWAYS:** From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course passing HEHAW INT.

Obtain local altimeter setting on CTAF; when not received use Nashville altimeter setting.  
ADF REQUIRED

MALS

AS

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct SWZ NDB and hold.

ASOS <b>119.125</b>	NASHVILLE APP CON <b>118.4 360.7</b>	SMYRNA TOWER ★ <b>118.5 (CTAF) 233.1</b>	GND CON <b>121.4</b>	CLNC DEL <b>121.4</b>	NASHVILLE CLNC DEL <b>121.7</b> (When tower closed)	UNICOM <b>122.95</b>
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ELEV 543

REIL Rwy 14  
HIRL Rwy 14-32  
MIRL Rwy 1-19  
REIL Rws 1, 19, and 32

588±

576±

590±

577±

543

517

500

475

450

425

400

375

350

325

300

275

250

225

200

175

150

125

100

75

50

25

0

FAF to MAP 4.7 NM

1500

3000

SWZ

391

SWZ NDB

OM

BNA 16.4

1996

147°

321°

2500

2000

GS 2.83°

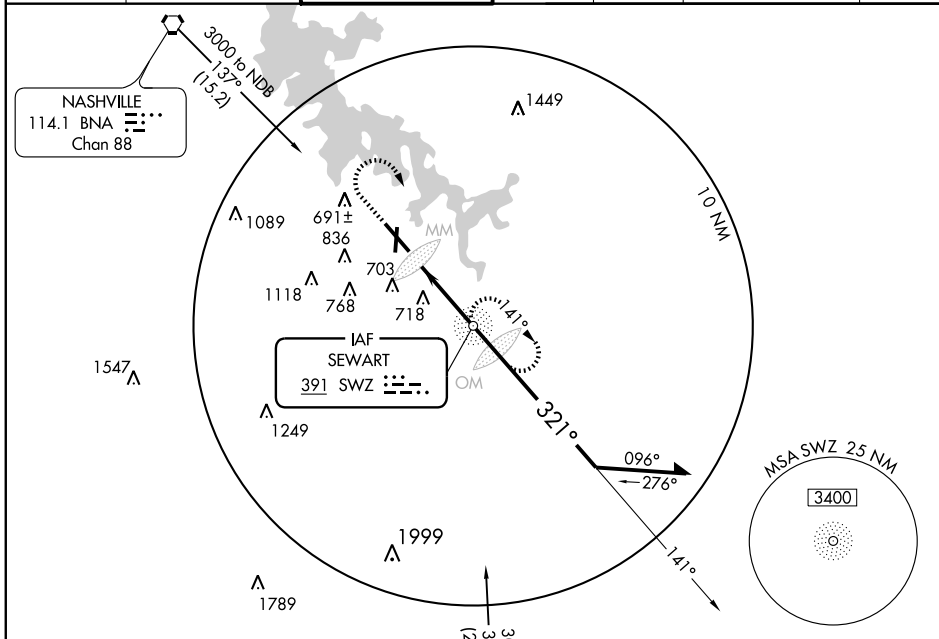
TCH 51'




Remain within 10 NM of SWZ NDB

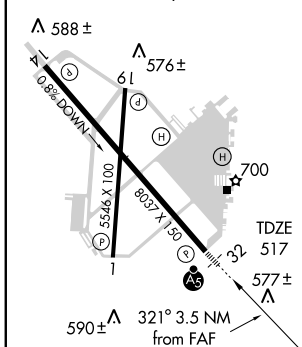
CATEGORY	A	B	C	D
S-ILS 32	717-1/2 200 (200-1/2)			
S-LOC 32	960-1/2	443 (500-1/2)	960-3/4 443 (500-3/4)	960-1 443 (500-1)
CIRCLING	1080-1	537 (600-1)	1120-1 577 (600-1/2)	1160-2 617 (700-2)
NASHVILLE ALTIMETER SETTING MINIMUMS				
S-ILS 32	816-1/2 299 (300-1/2)			
S-LOC 32	1060-1/2	543 (600-1/2)	1060-1 543 (600-1)	1060-1 543 (600-1 1/4)
CIRCLING	1180-1	637 (700-1)	1220-2 677 (700-2)	1260-2 717 (800-2 1/4)

SE-1, 22 OCT 2009 to 19 NOV 2009

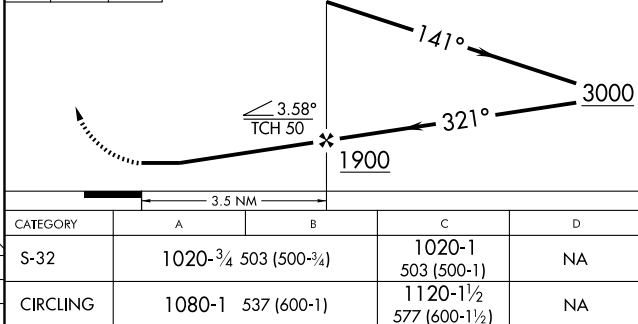
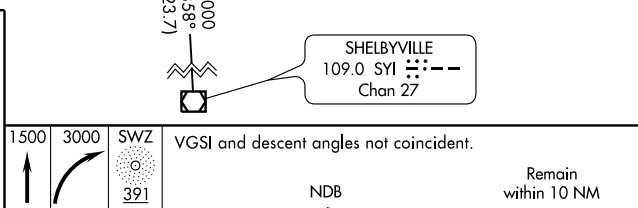
ASOS <b>119.125</b>	NASHVILLE APP CON <b>118.4 360.7</b>	SMYRNA TOWER ★ <b>118.5 (CTAF) 0 233.1</b>	GND CON <b>121.4</b>	CLNC DEL <b>121.4</b>	NASHVILLE CLNC DEL <b>121.7</b> (When tower closed)	UNICOM <b>122.95</b>
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ELEV 543	REIL Rwy 14	
	HIRL Rwy 14-32	
	MIRL Rwy 1-19	
	REIL Rwy 1, 19, and 32	



FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10



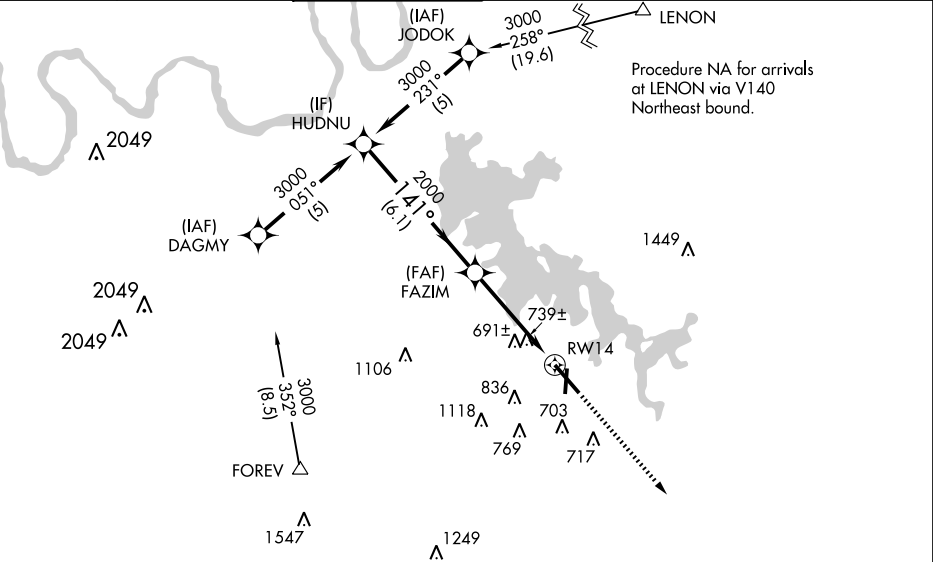


APP CRS	Rwy Idg	8037
141°	TDZE	543
	Apt Elev	543

**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet; increase LNAV Cat. C and D visibilities ¼ mile and Circling Cat. C visibility ½ mile. VDP NA when using Nashville Intl altimeter setting.

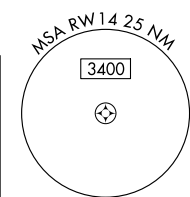
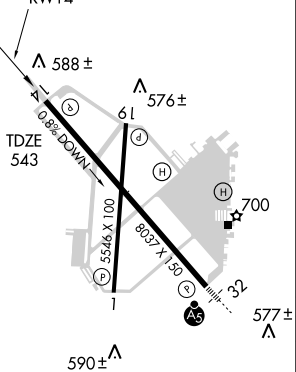
**⚠** MISSED APPROACH: Climb to 3000 direct JUKSU and hold.

ASOS	NASHVILLE APP CON	SMYRNA TOWER ★	GND CON	CLNC DEL	NASHVILLE CLNC DEL	UNICOM
119.125	118.4 360.7	118.5 (CTAF) 233.1	121.4	121.4	121.7 (When tower closed)	122.95



Procedure NA for arrivals at FOREV via V49 Southwest bound.


ELEV 543	REIL Rwy 14
	HIRL Rwy 14-32
	MIRL Rwy 1-19
	REIL Rws 1, 19, and 32



	HUDNU		3000		JUKSU	
	3000		141°		3000	
	Procedure Turn NA		FAZIM		1.4 NM to RW14	
			2000		RW14	
			3.03° TCH 50			
	6.1 NM		3 NM		1.4	
CATEGORY	A		B		C	
LNAV MDA	1040-1 497 (500-1)		1040-1¼ 497 (500-1¼)		1040-1½ 497 (500-1½)	
CIRCLING	1080-1 537 (600-1)		1120-1½ 577 (600-1½)		1160-2 617 (700-2)	

RNAV (GPS) RWY 32  
SMYRNA (MQY)

SMYRNA (MQY)

<p><b>MALS R</b></p> 	<p><b>MISSED APPROACH:</b> Climb to 3000 direct EYUME and right turn via 057° track to YIYGU and right turn via 152° track to VADOW and hold.</p>
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**MISSED APPROACH FIX**

YIYGU

FROM EYUME TO VADOW

057° 152°

EYUME

1106  $\Delta$

836  $\Delta$

769  $\Delta$

703  $\Delta$

717  $\Delta$

615±

RW32

691±  $\Delta$

730  $\Delta$

(FAF) SHEHL

2100 (6.1)

3000 (7)

(IAF) VADOW

4 NM

051° 231°

(IAF) VADOW

3000 (7)

(IF) JUKSU

3000 (5)

(IAF) WARBI

1999  $\Delta$

1789  $\Delta$

1547  $\Delta$

1249  $\Delta$

1449  $\Delta$

152°

3000 190° (20.7)

LENON

3400

MSA RW32 25 NM

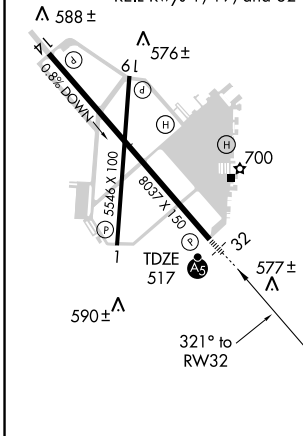
001° (14.8)

Procedure NA for arrivals at SYI VOR/DME via V321 Southwest bound.

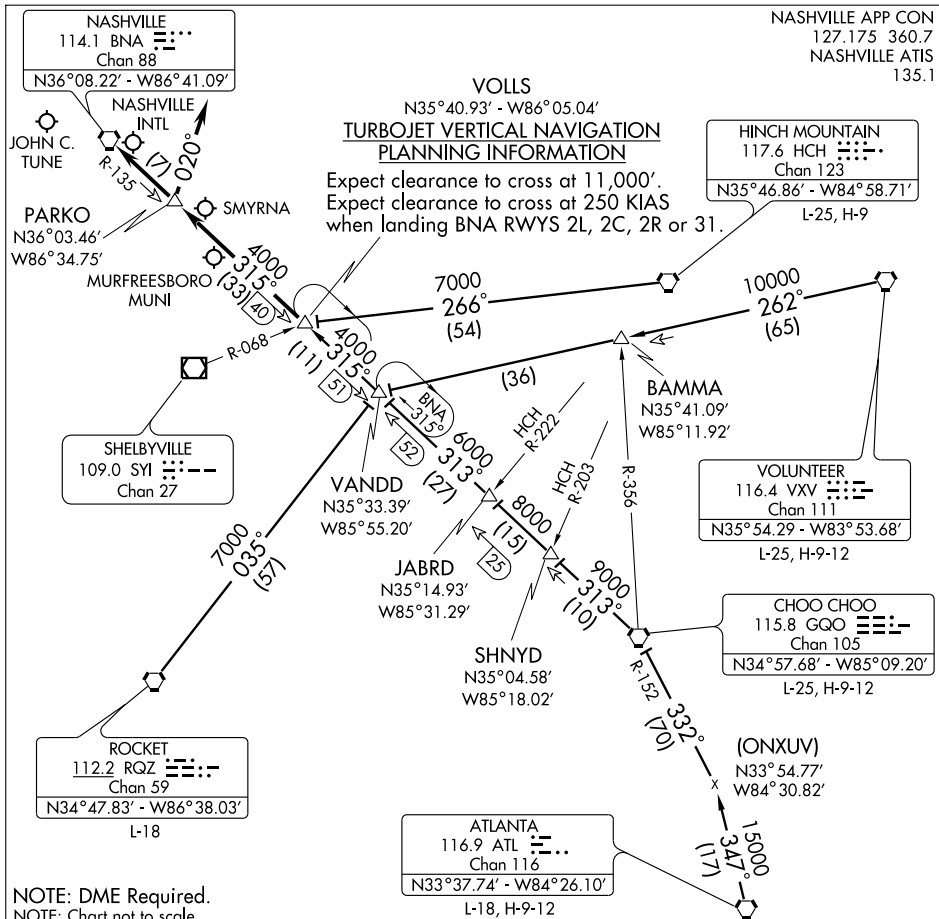
SHELBYVILLE SYI

ELEV 543	REIL Rwy 14	0
	HIRL Rwy 14-32	0
	MIRL Rwy 1-19	0
	REIL Rws 1, 19, and 32	0

ELEV 543	REIL Rwy 14	L
	HIRL Rwy 14-32	L
	MIRL Rwy 1-19	L
	REIL Rws 1, 19, and 32	



3000 ↑	EYUME ✱	TRK 057° ↗	YIYGU ✱	TRK 152° ↘	VADOW ✱	VGSI and RNAV glidepath not coincident.
* LNAV only		<p>SHEHL 2100 → JUKSU 3000 321° RW32 1.2 NM → SHEHL 3.6 NM → JUKSU 6.1 NM <u>GS 3.00°</u> <u>TCH 54'</u></p>				
CATEGORY	A		B	C		D
LPV DA			840-½	323 (400-½)		
LNAV/ VNAV DA			1015-1¼	498 (500-1¼)		
LNAV MDA	960-½ 443 (500-½)		960-¾ 443 (500-¾)		960-1 443 (500-1)	
CIRCLING	1080-1 537 (600-1)		1120-1½ 577 (600-1½)		1160-2 617 (700-2)	



NOTE: DME Required.  
NOTE: Chart not to scale.

**ATLANTA TRANSITION (ATL.VOLLS7):** From over ATL VORTAC via ATL R-347 and GQO R-152 to GQO VORTAC, then via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . .

**CHOO CHOO TRANSITION (GQO.VOLLS7):** From over GQO VORTAC via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . .

**HINCH MOUNTAIN TRANSITION (HCH.VOLLS7):** From over HCH VORTAC via HCH R-266 to VOLLS INT. Thence. . .

**ROCKET TRANSITION (RQZ.VOLLS7):** From over RQZ VORTAC via RQZ R-035 and BNA R-135 to VOLLS INT. Thence. . .

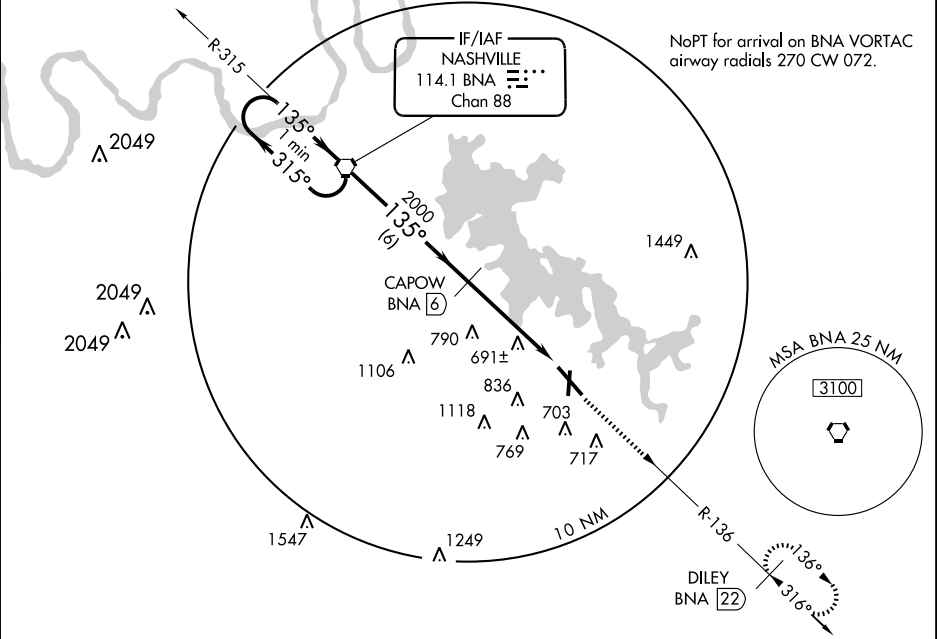
**VOLUNTEER TRANSITION (VXV.VOLLS7):** From over VXV VORTAC via VXV R-262 and BNA R-135 to VOLLS INT. Thence. . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT. LANDING SOUTH: From over VOLLS INT via BNA R-135 to PARKO. Thence heading 020° for vectors to final approach course. NON-TURBINE; all runways: From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT.

VORTAC BNA	APP CRS	Rwy Idg	8037
114.1	135°	TDZE	543
Chan 88		Apt Elev	543

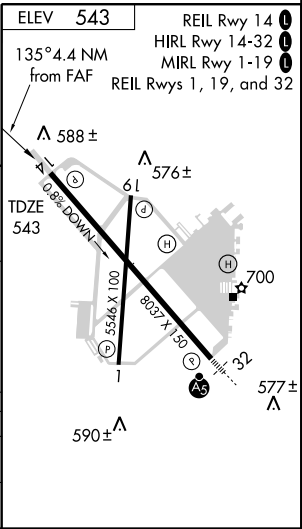
VOR/DME RWY 14  
SMYRNA (MQY)

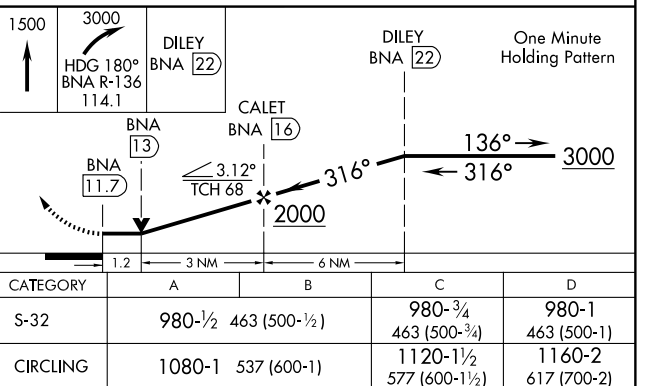
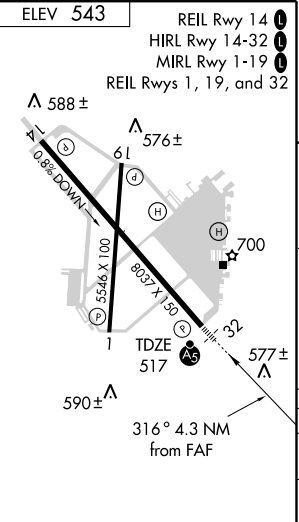
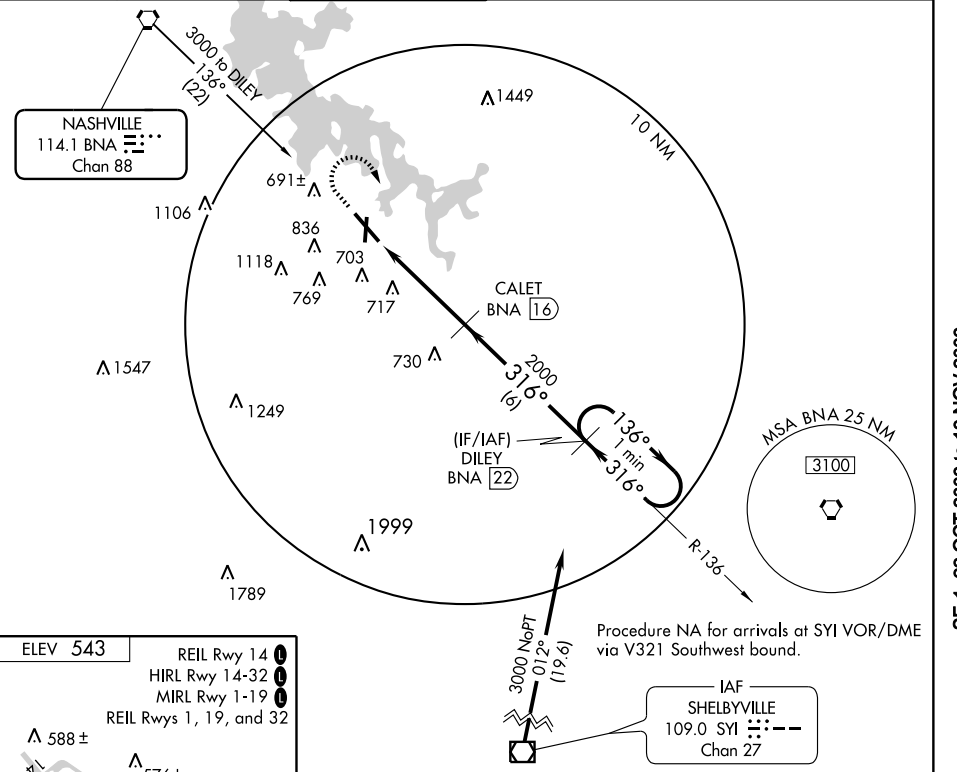
Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet, increase S-14 Cat. C/D and Circling Cat. C visibility ¼ mile. VDP NA when using Nashville Intl altimeter setting.				MISSED APPROACH: Climb to 3000 via BNA VORTAC R-136 to DILEY 22 DME and hold.		
ASOS 119.125	NASHVILLE APP CON 118.4 360.7	SMYRNA TOWER ★ 118.5 (CTAF) 233.1	GND CON 121.4	CLNC DEL 121.4	NASHVILLE CLNC DEL 121.7 (When tower closed)	UNICOM 122.95



Maximum holding airspeed 200 KIAs.

One Minute Holding Pattern VORTAC				
CATEGORY	A	B	C	D
S-14	1040-1	497 (500-1)	1040-1¼ 497 (500-1¼)	1040-1½ 497 (500-1½)
CIRCLING	1080-1	537 (600-1)	1120-1½ 577 (600-1½)	1160-2 617 (700-2)





NDB RWY 19

SOMERVILLE/FAYETTE COUNTY (FYE)

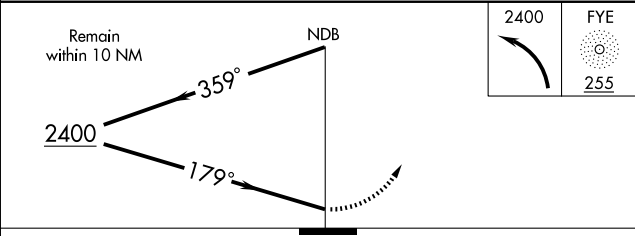
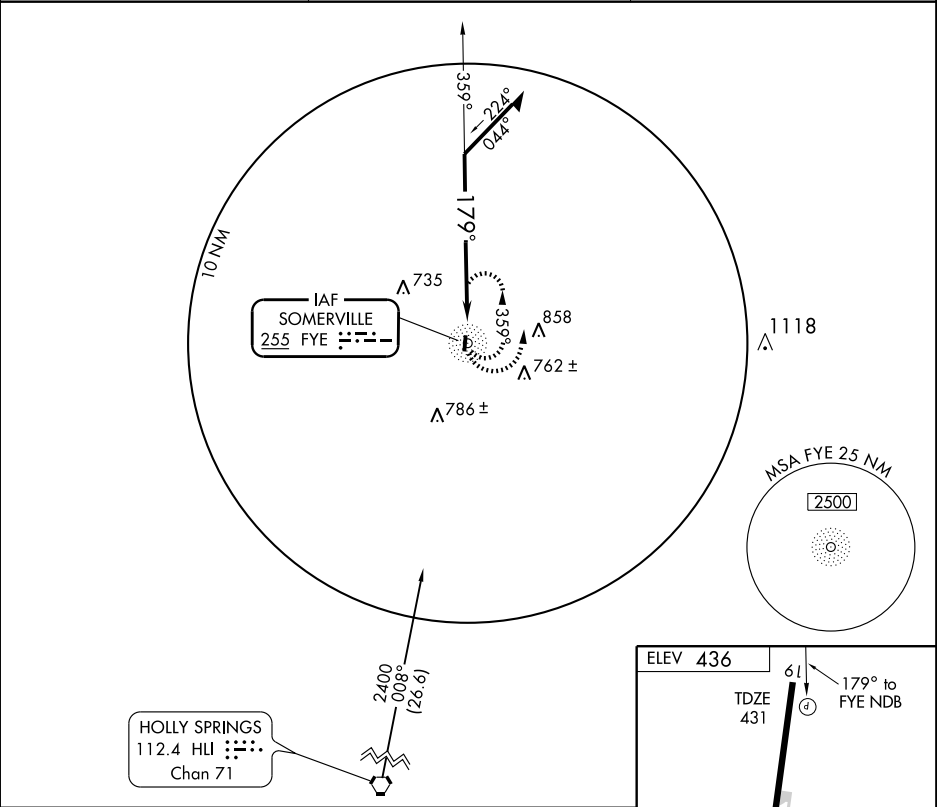
NDB FYE	APP CRS	Rwy Idg	5000
255	179°	TDZE	431
		Apt Elev	436

▼

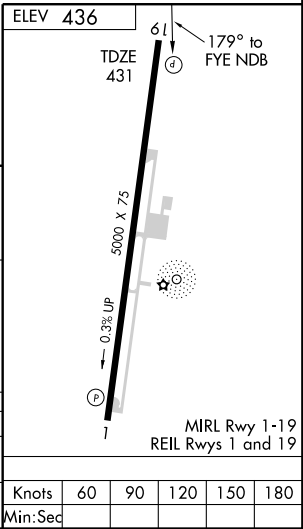
▲ NA

MISSED APPROACH: Climbing left turn to 2400 in FYE NDB holding pattern.

AWOS-3 119.875	MEMPHIS APP CON 125.8 338.3	CTAF 122.9
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CATEGORY	A	B	C	D
S-19	1100-1 669 (700-1)		1100-1¾ 669 (700-1¾)	NA
CIRCLING	1100-1 664 (700-1)		1100-1¾ 664 (700-1¾)	NA

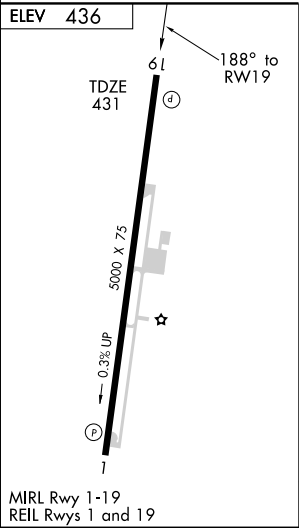
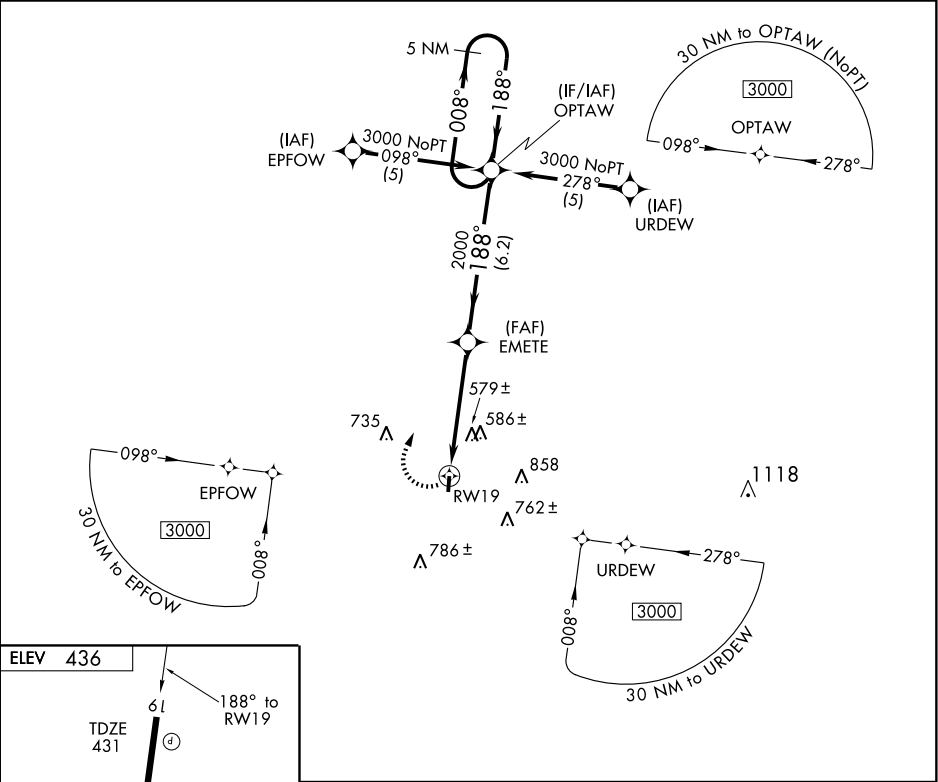


APP CRS	Rwy Idg	5000
188°	TDZE	431
	Apt Elev	436

RNAV (GPS) RWY 19  
SOMERVILLE/FAYETTE COUNTY (FYE)

<p>▼ If local altimeter setting not received, use Memphis Intl altimeter setting and increase all MDAs 100 feet. VDP NA when using Memphis Intl altimeter setting. DME/DME RNP-0.3 NA.</p> <p>▲ NA</p>	MISSED APPROACH: Climbing right turn to 3000 direct OPTAW and hold.
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AWOS-3 119.875	MEMPHIS APP CON 125.8 338.3	CTAF 122.9
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3000 OPTAW		5 NM Holding Pattern			
1.2 NM to RWY 19		EMETE	008° → 3000		
RWY 19		3.04° TCH 31	← 188°		
1.2		3.6 NM	6.2 NM		
CATEGORY	A	B	C	D	
LNAV MDA	840-1	409 (500-1)	840-1¼ 409 (500-1¼)	NA	
CIRCLING	900-1 464 (500-1)	920-1 484 (500-1)	920-1½ 484 (500-1½)	NA	

LOC/DME I-SRB	APP CRS	Rwy Idg	6005
110.1	038°	TDZE	1021
Chan 38		Apt Elev	1025

ILS or LOC RWY 4

SPARTA/UPPER CUMBERLAND RGNL (SRB)

ADF REQUIRED. When local altimeter setting not received, use Crossfield altimeter setting and increase DA to 1393 and S-ILS 4 all Cats. visibility ½ mile. Increase all MDA 180 feet and S-LOC 4 Cat. C visibility ¾ mile, Cat. D ½ mile. Inoperative table does not apply to UTUCE FIX Cat. C minimums when using Crossfield altimeter setting.

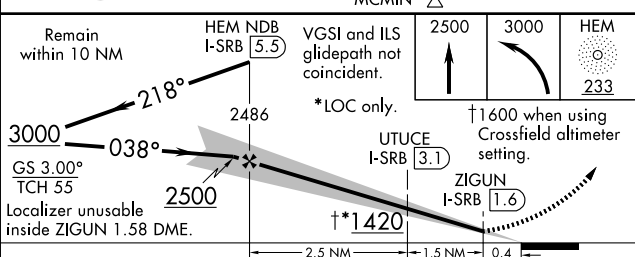
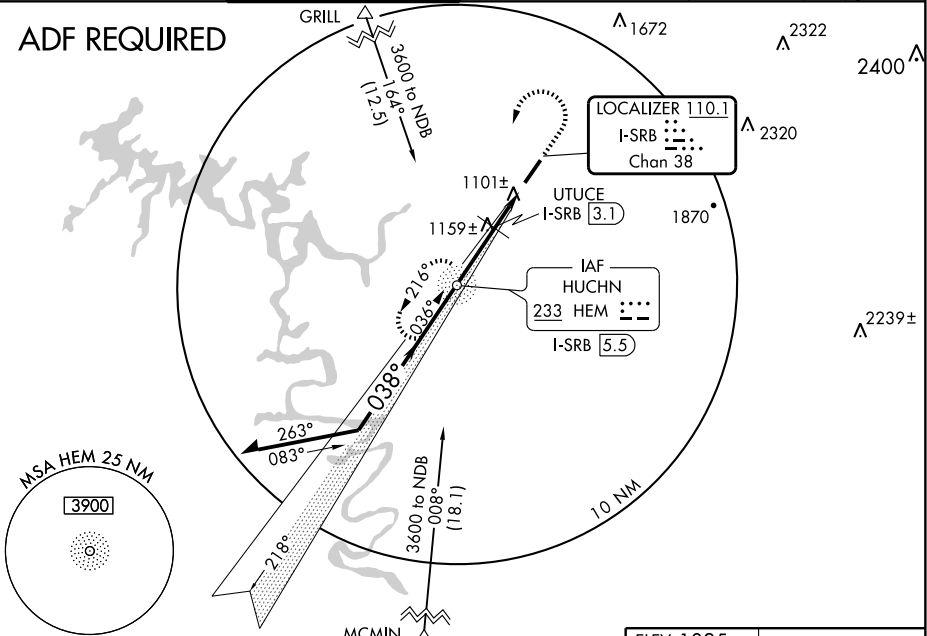
ODALS



MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct HEM NDB and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
128.25	132.1 263.1	121.725	122.8 (CTAF) 0

ADF REQUIRED





NDB RWY 4

NDB HEM	APP CRS	Rwy Idg	6005
<u>233</u>	<u>036°</u>	TDZE	1021
		Apt Elev	1025

SPARTA / UPPER CUMBERLAND RGNL (SRB)

**▼**  
**▲ NA**

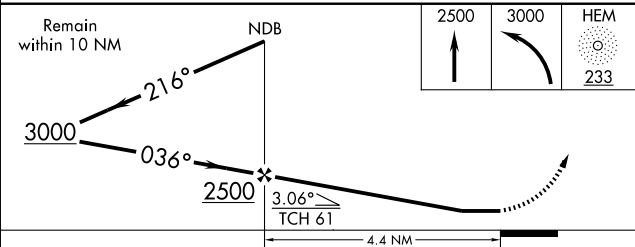
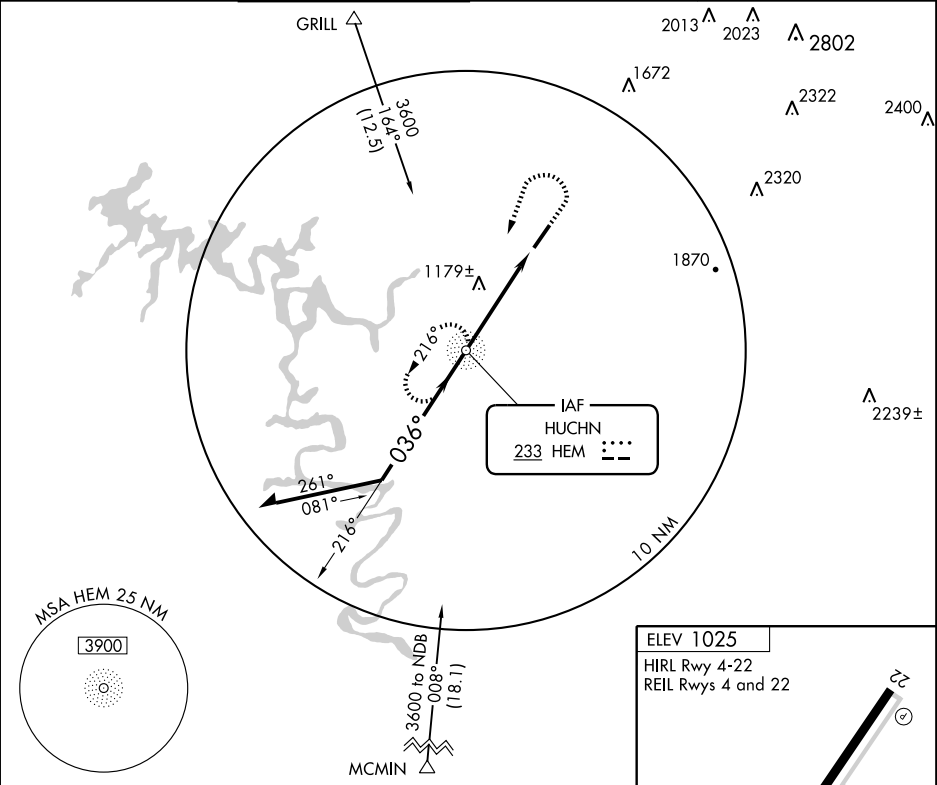
Inoperative table does not apply to Cat. C. When local altimeter setting not received, use Crossfield altimeter setting and increase all MDA 180 feet. Increase S-4 Cat. C/D visibility ½ mile. Increase Circling Cat. C/D visibility ¼ mile.

ODALS

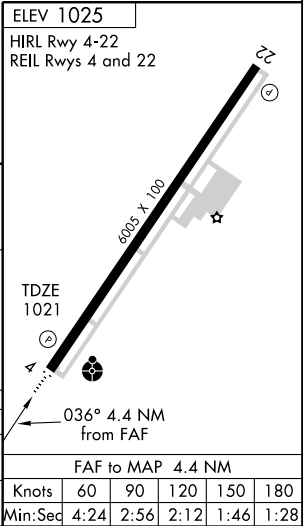
.....

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct HEM NDB and hold.

AWOS-3 <b>128.25</b>	MEMPHIS CENTER <b>132.1 263.1</b>	GCO <b>121.725</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
S-4	1480-3/4	459 (500-3/4)	1480-1 1/4 459 (500-1 1/4)	1480-1 1/2 459 (500-1 1/2)
CIRCLING	1480-1	455 (500-1)	1480-1 1/2 455 (500-1 1/2)	1580-2 555 (600-2)



WAAS CH 82210 W04A	APP CRS 038°	Rwy Idg TDZE Apt Elev	6005 1021 1025
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RNAV (GPS) RWY 4

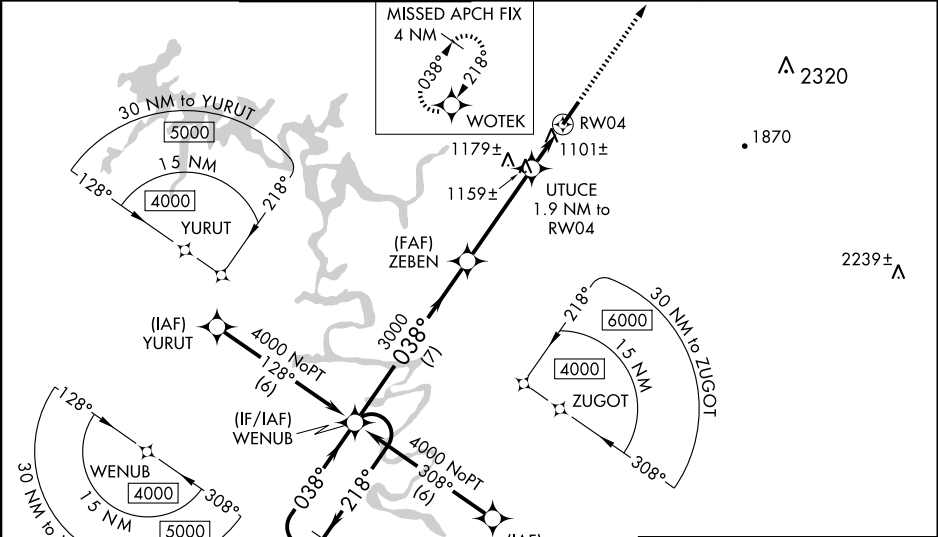
SPARTA / UPPER CUMBERLAND RGNL (SRB)

Baro-VNAV NA when using Crossville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 47° C (116° F). Inoperative table does not apply to LNAV/VNAV all Cats. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting and increase LPV DA to 1393 and all Cats. visibility ½ mile. Increase LNAV/VNAV DA to 1568 and all Cats. visibility ¾ mile. Increase all MDA 180 feet and LNAV Cat. C visibility ¾ mile, Cat. D ½ mile. Increase Circling Cat. C/D visibility ¼ mile. Inoperative table does not apply to LNAV Cat. C when using Crossville altimeter setting. VDP NA when using Crossville altimeter setting.

ODALS

MISSED APPROACH:  
Climb to 4000 direct  
WOTEK and hold.

AWOS-3 128.25	MEMPHIS CENTER 132.1 263.1	GCO 121.725	UNICOM 122.8 (CTAF) 0
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WENUB (NoPT)

(IAF) ZUGOT

ELEV 1025

HIRL Rwy 4-22

REIL Rlys 4 and 22

4 NM Holding Pattern WENUB

VGSI and RNAV glidepath not coincident.

4000 ← 218°  
038° →

GS 3.00°  
TCH 55

ZEBEN 3000  
UTUCE 1.9 NM to RW04  
\*1 NM to RW04

\*1680

RW04

7 NM 4 NM 1 NM 1 NM

4000

WOTEK

\* LNAV only

CATEGORY	A	B	C	D
LPV DA	1221- <sup>3</sup> / <sub>4</sub> 200 (200- <sup>3</sup> / <sub>4</sub> )			
LNAV/ VNAV DA	1396-1 <sup>1</sup> / <sub>4</sub> 375 (400-1 <sup>1</sup> / <sub>4</sub> )			
LNAV MDA	1380- <sup>3</sup> / <sub>4</sub> 359 (400- <sup>3</sup> / <sub>4</sub> )			1380-1 <sup>1</sup> / <sub>4</sub> 359 (400-1 <sup>1</sup> / <sub>4</sub> )
CIRCLING	1480-1	455 (500-1)	1480-1 <sup>1</sup> / <sub>2</sub> 455 (500-1 <sup>1</sup> / <sub>2</sub> )	1580-2 555 (600-2)

WENUB (NoPT)

(IAF) ZUGOT

ELEV 1025

HIRL Rwy 4-22

REIL Rlys 4 and 22

4 NM Holding Pattern WENUB

VGSI and RNAV glidepath not coincident.

4000 ← 218°  
038° →

GS 3.00°  
TCH 55

ZEBEN 3000  
UTUCE 1.9 NM to RW04  
\*1 NM to RW04

\*1680

RW04

7 NM 4 NM 1 NM 1 NM

4000

WOTEK

\* LNAV only

CATEGORY	A	B	C	D
LPV DA	1221- <sup>3</sup> / <sub>4</sub> 200 (200- <sup>3</sup> / <sub>4</sub> )			
LNAV/ VNAV DA	1396-1 <sup>1</sup> / <sub>4</sub> 375 (400-1 <sup>1</sup> / <sub>4</sub> )			
LNAV MDA	1380- <sup>3</sup> / <sub>4</sub> 359 (400- <sup>3</sup> / <sub>4</sub> )			1380-1 <sup>1</sup> / <sub>4</sub> 359 (400-1 <sup>1</sup> / <sub>4</sub> )
CIRCLING	1480-1	455 (500-1)	1480-1 <sup>1</sup> / <sub>2</sub> 455 (500-1 <sup>1</sup> / <sub>2</sub> )	1580-2 555 (600-2)

TDZE 1021

6005 x 100

038° to RW04

△ 1117±



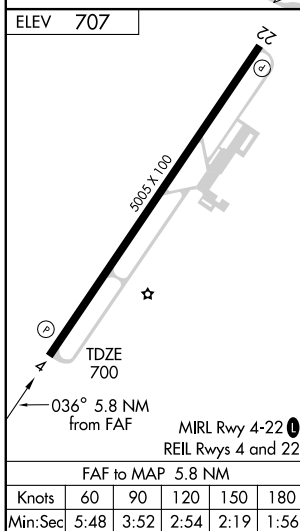
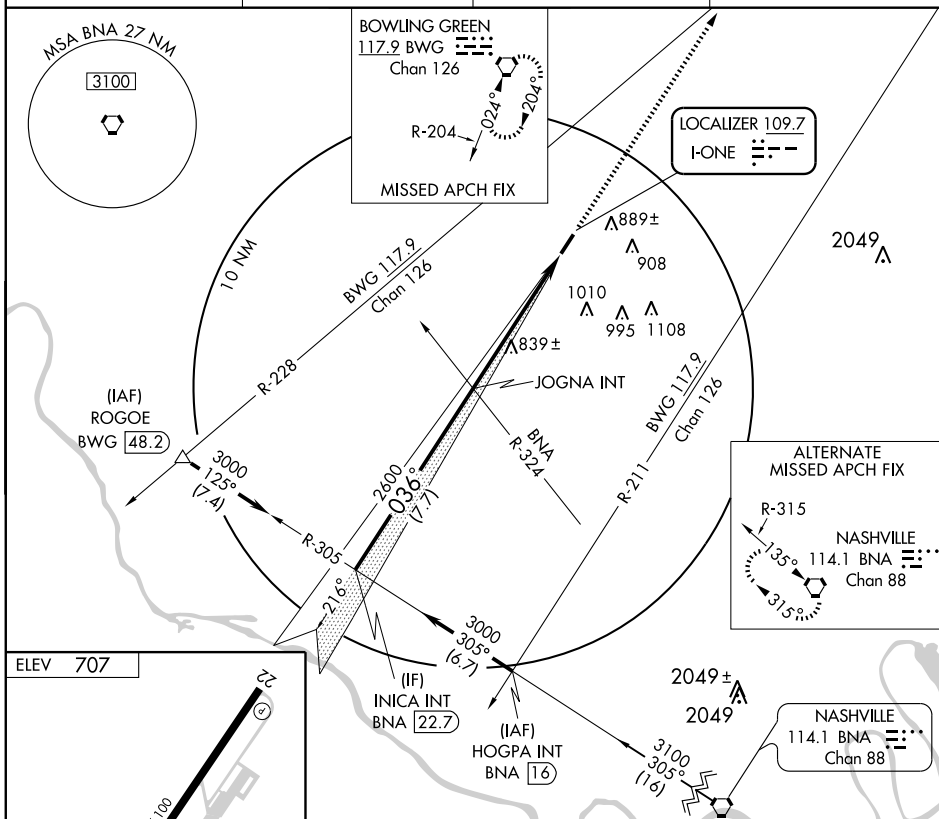
LOC I-ONE	APP CRS	Rwy Idg	<b>5005</b>
<b>109.7</b>	<b>036°</b>	TDZE	<b>700</b>
		Apt Elev	<b>707</b>

LOC RWY 4

SPRINGFIELD ROBERTSON COUNTY (M91)

<b>NA</b>	When local altimeter setting not received, use Nashville Int'l altimeter setting and increase all MDA 80 feet and increase S-4 and Circling Cats. C and D visibility ¼ mile. Visibility reduction by helicopters NA.	MISSED APPROACH: Climb to 3000 direct BWG VORTAC and hold.
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AWOS-3 <b>120.675</b>	NASHVILLE APP CON <b>119.35 385.55</b>	GCO <b>121.725</b>	UNICOM <b>123.0 (CTAF) 0</b>
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	INICA INT BNA 22.7	VGSI and descent angles not coincident.	3000	BWG 117.9
	3000	JOGNA INT	2600	
	Procedure Turn NA	7.7 NM	5.8 NM	
CATEGORY	A	B	C	D
S-4	1100-1	400 (400-1)	1100-1½	400 (400-1½)
CIRCLING	1140-1 433 (500-1)	1240-1 533 (600-1)	1240-1½ 533 (600-1½)	1300-2 593 (600-2)

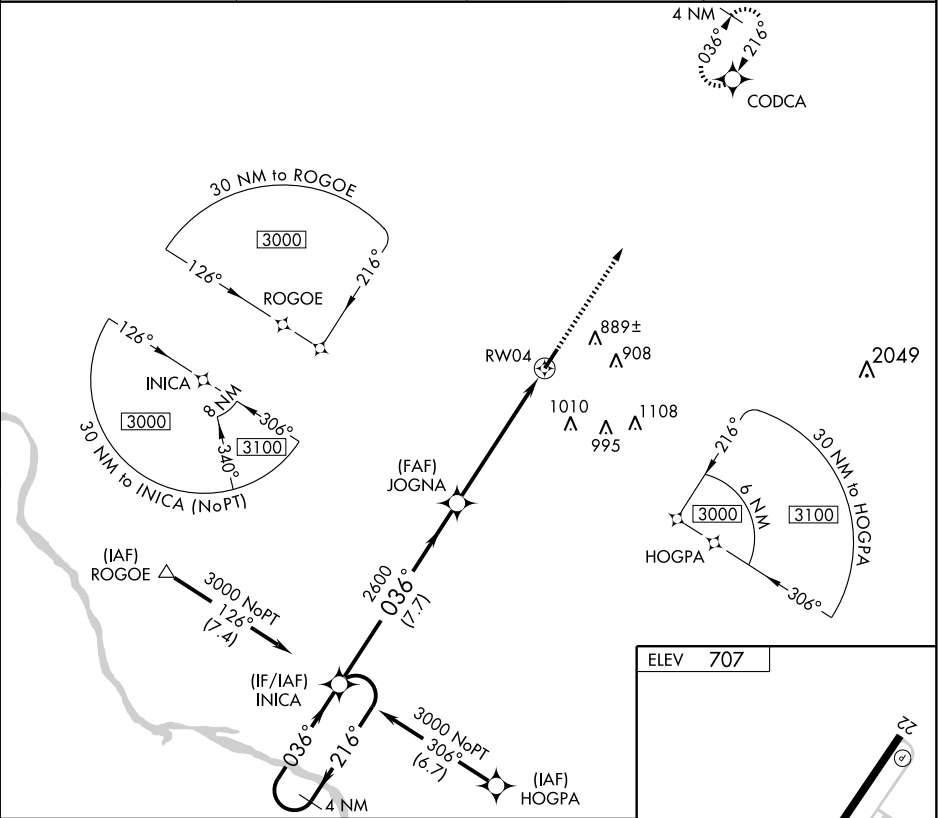
▼

▲ NA

If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 80 feet. VDP NA when using Nashville Intl altimeter setting.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct CODCA and hold.

AWOS-3 120.675	NASHVILLE APP CON 119.35 385.55	GCO 121.725	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern					3000	CODCA
INICA					3000	
JOGNA					3000	
RW04					3000	
1.1 NM to RW04					3000	
3.05° TCH 40					3000	
7.7 NM					3000	
4.7 NM					3000	
1.1 NM					3000	
CATEGORY	A		B		C	
LNAV MDA	1100-1		400 (400-1)		1100-1 ¼	
CIRCLING	1140-1		1240-1		1240-1 ½	
	433 (500-1)		533 (600-1)		593 (600-2)	

ELEV 707

5005 x 100

TDZE 700

036° to RW04

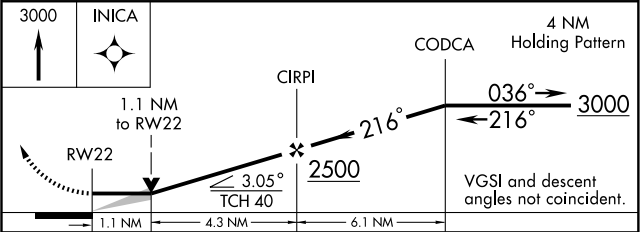
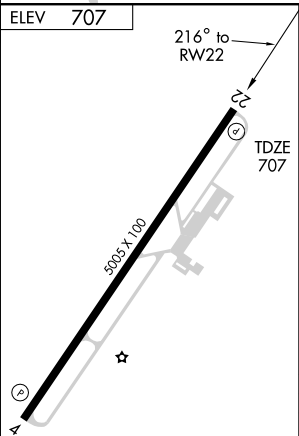
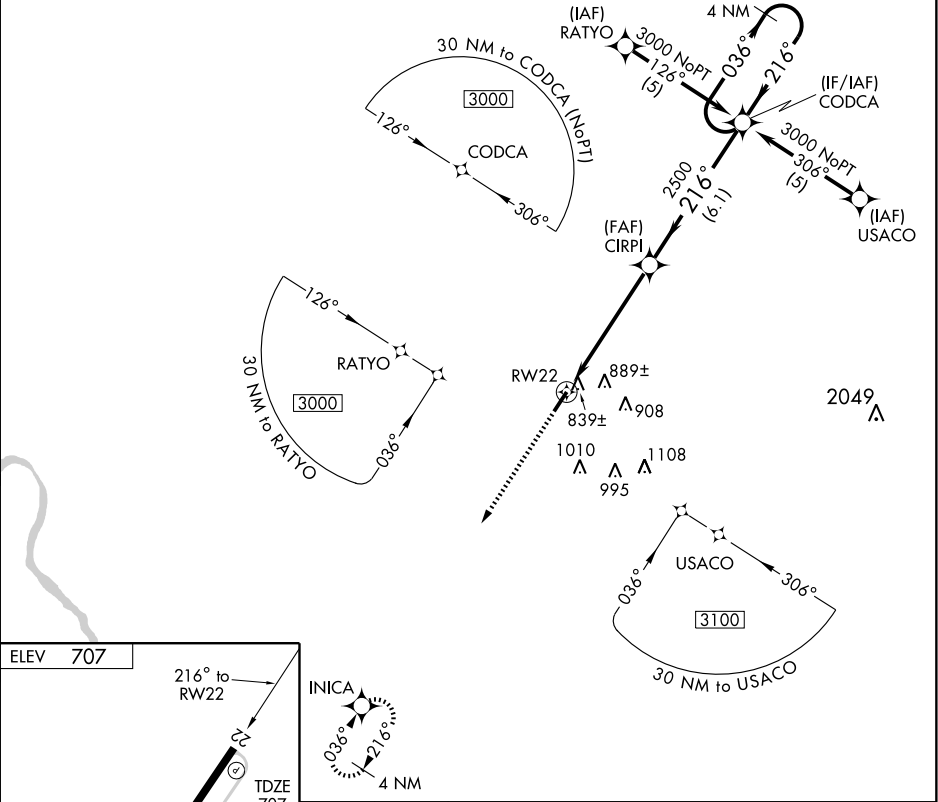
MIRL Rwy 4-22 0

REIL Rwy 4 and 22

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 80 feet. VDP NA when using Nashville Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct INICA and hold.

AWOS-3 120.675	NASHVILLE APP CON 119.35 385.55	GCO 121.725	UNICOM 123.0 (CTAF)
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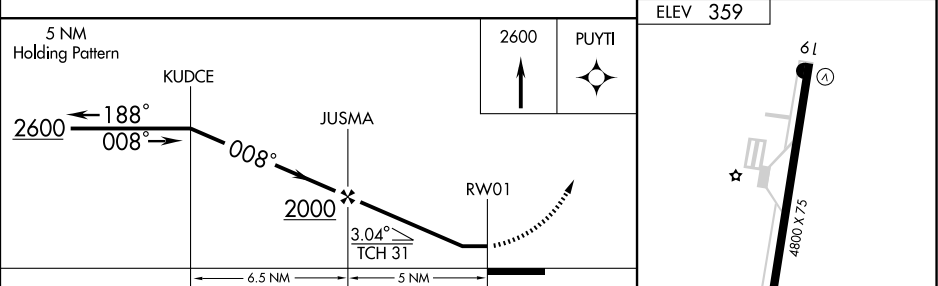
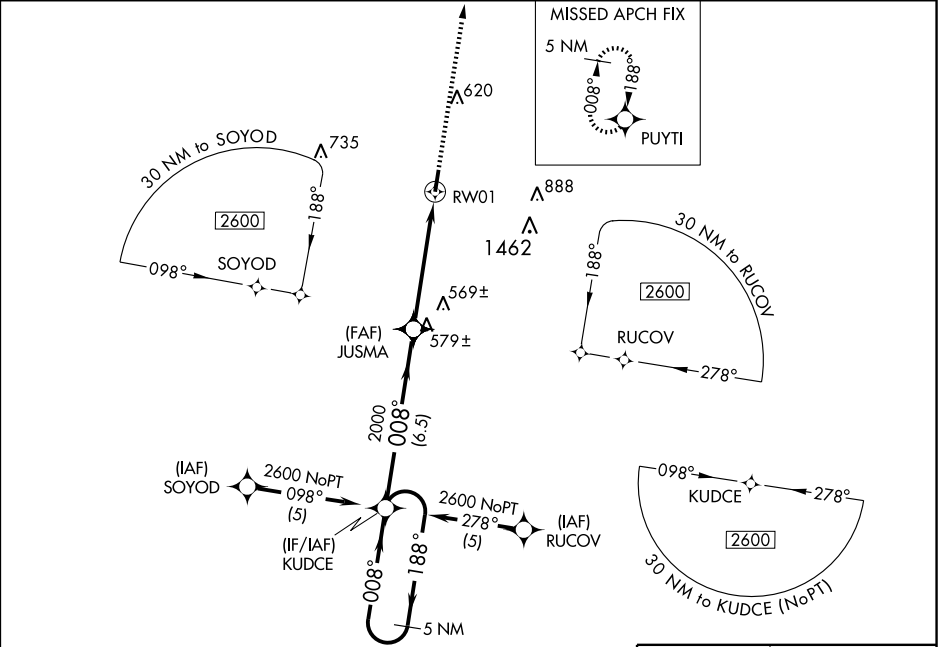
CATEGORY	A	B	C	D
LNAB MDA	1100-1 393 (400-1)			
CIRCLING	1140-1 433 (500-1)	1240-1 533 (600-1)	1240-1½ 533 (600-1½)	1100-1¼ 393 (400-1¼) 1300-2 593 (600-2)

APP CRS	Rwy Idg	4800
008°	TDZE	359
	Apt Elev	359

RNAV (GPS) RWY 1  
TRENTON /GIBSON COUNTY (TGC)

MISSED APPROACH: Climb to 2600 direct PUYTI and hold.

MEMPHIS CENTER 134.65 316.15	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNVA MDA	820-1 461 (500-1)	820-1¼ 461 (500-1¼)	820-1½ 461 (500-1½)	820-1¾ 461 (500-1¾)
CIRCLING	920-1 561 (600-1)	920-1½ 561 (600-1½)	920-2 561 (600-2)	920-2 561 (600-2)
MCKELLAR-SIPES RGNL ALTIMETER SETTING MINIMUMS				
LNVA MDA	880-1 521 (600-1)	880-1½ 521 (600-1½)	880-1¾ 521 (600-1¾)	880-2 521 (600-2)
CIRCLING	980-1 621 (700-1)	980-1¾ 621 (700-1¾)	980-2 621 (700-2)	980-2 621 (700-2)

ELEV 359

61  
4800 x 75  
TDZE 359  
008° to RW01  
MRL Rwy 1-19  
REIL Rwy 1 and 19

APP CRS	Rwy Idg	4800
188°	TDZE	357
	Apt Elev	359

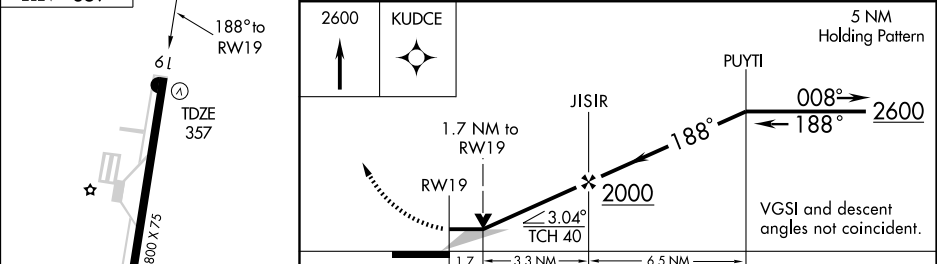
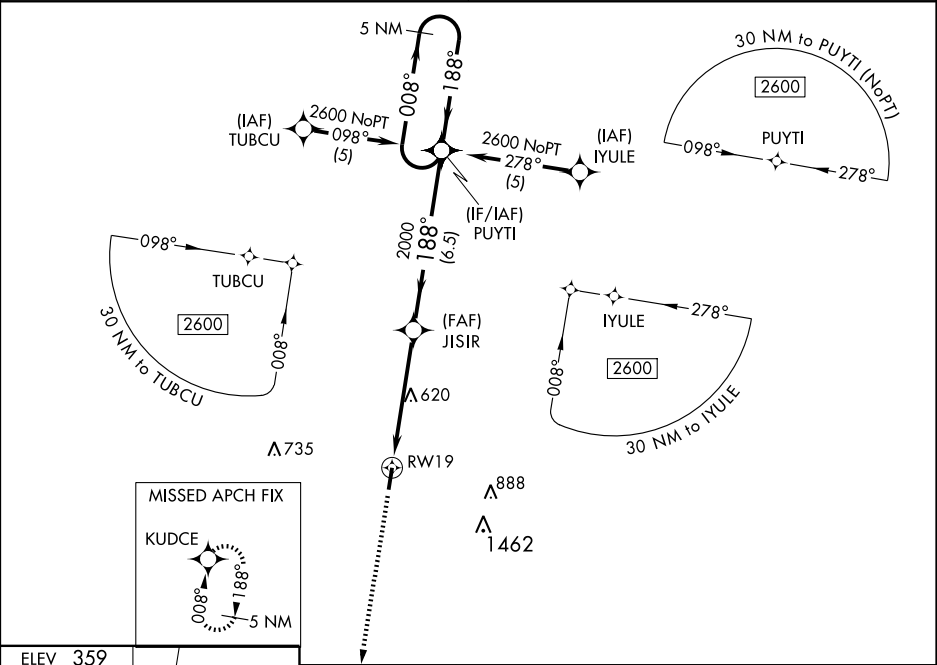
RNAV (GPS) RWY 19  
TRENTON /GIBSON COUNTY (TGC)

NA

Obtain local altimeter setting on CTAF; when not received use McKellar-Sipes Rgnl altimeter setting.  
Circling to Rwy 1 NA at night. DME/DME RNP-0.3 NA.  
VDP NA when using McKellar-Sipes Rgnl altimeter setting.

MISSED APPROACH: Climb to 2600 direct KUDCE and hold.

MEMPHIS CENTER 134.65 316.15	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	920-1 563 (600-1)		920-1½ 563 (600-1½)	920-1¾ 563 (600-1¾)
CIRCLING	920-1 561 (600-1)		920-1½ 561 (600-1½)	920-2 561 (600-2)
MCKELLAR-SIPES RGNL ALTIMETER SETTING MINIMUMS				
LNAV MDA	980-1 623 (700-1)		980-1¾ 623 (700-1¾)	980-2 623 (700-2)
CIRCLING	980-1 621 (700-1)		980-1¾ 621 (700-1¾)	980-2 621 (700-2)



Obtain local altimeter setting on CTAF; when not received use McKellar-Sipes Rgnl altimeter setting.

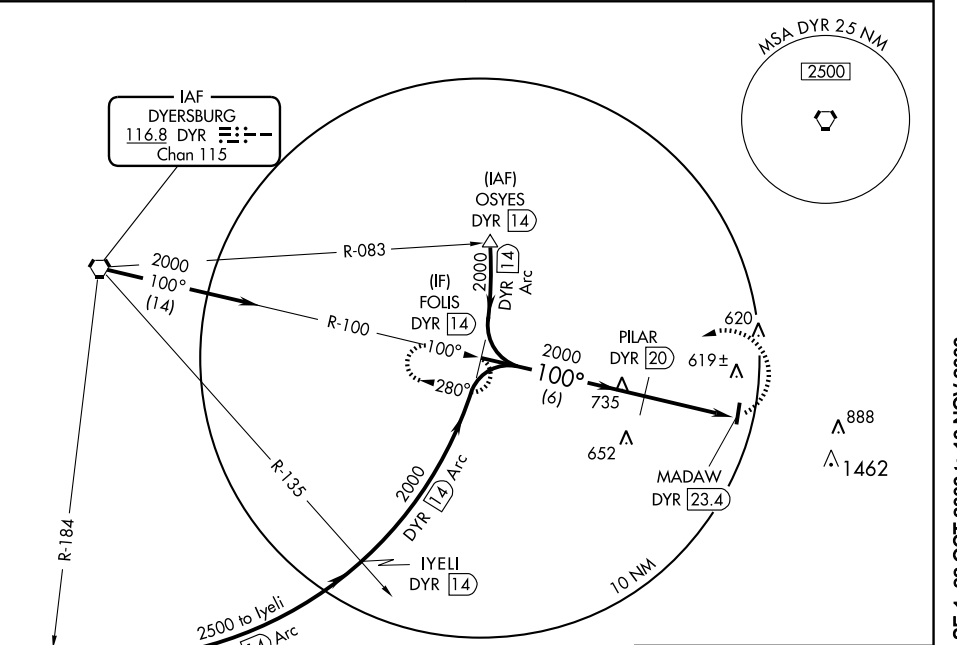
MISSED APPROACH: Climbing left turn to 2500 via DYR VORTAC R-100 to FOLIS/DYR 14 DME and hold.

MEMPHIS CENTER

**134.65 316.15**

UNICOM

**122.8 (CTAF)**



Procedure Turn NA

FOLIS DYR 14

PILAR DYR 20

2000

100°

2000

100°

MADAW DYR 23.4

6 NM

3.4 NM

ELEV 359

100° 3.4 NM from FAF

FOLIS DYR 14

2500

DYR R-100 116.8

4800 X 75

61

1

MIRL Rwy 1-19

REIL Rwys 1 and 19

CATEGORY	A	B	C	D
CIRCLING	920-1 561 (600-1)	920-1¼ 561 (600-1¼)	920-1½ 561 (600-1½)	920-2 561 (600-2)
MCKELLAR-SIPES RGNL ALTIMETER SETTING MINIMUMS				
CIRCLING	980-1 621 (700-1)	980-1¼ 621 (700-1¼)	980-1¾ 621 (700-1¾)	980-2 621 (700-2)

Knots	60	90	120	150	180
Min:Sec					

APCH CRS **027°** Rwy Idg **6000**  
 TDZE **1065**  
 Arpt Elev **1065**

AL-5731 [USAF]

ARNOLD AFB (AYX)

\* Circling not authorized W of Rwy 3-21.  
 DME/DME RNP-0.3 NA

MISSED APPROACH: Turn left climbing to  
 3100 direct HASGO and hold.

MEMPHIS CENTER  
**126.75 353.5**

ATIS/UNICOM ★  
**126.2 257.975**

FOR MILITARY  
 USE ONLY

SHELBYVILLE  
 109.0 SYI ---  
 Chan 27



3100  
 (19.5)

(IAF)  
 ZASEN

EMERG SAFE ALT 100 NM  
 5600 FROM RW03

ELEV 1065

HIRL Rwy 3-21

21

6000 x 150

TDZE  
 1065

027° to RW03

Λ  
 1291

1283  
 Λ

NoPT  
 3100  
 117°  
 (6)

5 NM

207°

027°

Max holding  
 265 KIAS

HASGO

2600  
 027°  
 (6)

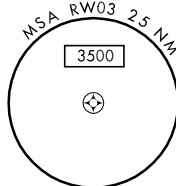
(FAF)  
 WINOX

RW03

Λ  
 1382

• 1158

• 1125



ZASEN

HASGO

WINOX

3100

HASGO

1.2 NM  
 to RW03

RW03

2.81°  
 TCH 45

6 NM

6 NM

5 NM

CATEGORY

A

B

C

D

LNAV MDA

1500-1

435 (500-1)

1500-1½  
435 (500-1½)1500-1½  
435 (500-1½)

CIRCLING \*

1500-1

435 (500-1)

1520-1½  
455 (500-1½)1740-2¼  
675 (700-2¼)

APCH CRS **207°** Rwy Idg **6000**  
 TDZE **1065**  
 Arpt Elev **1065**

AL-5731 [USAF]

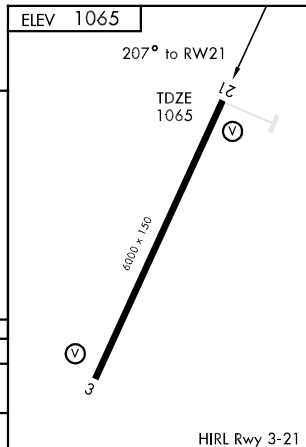
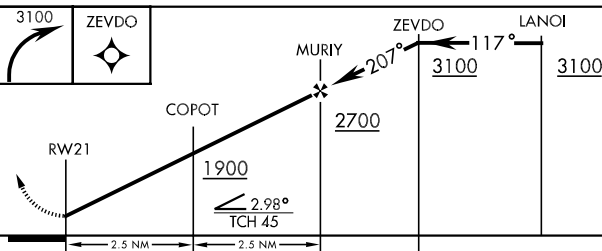
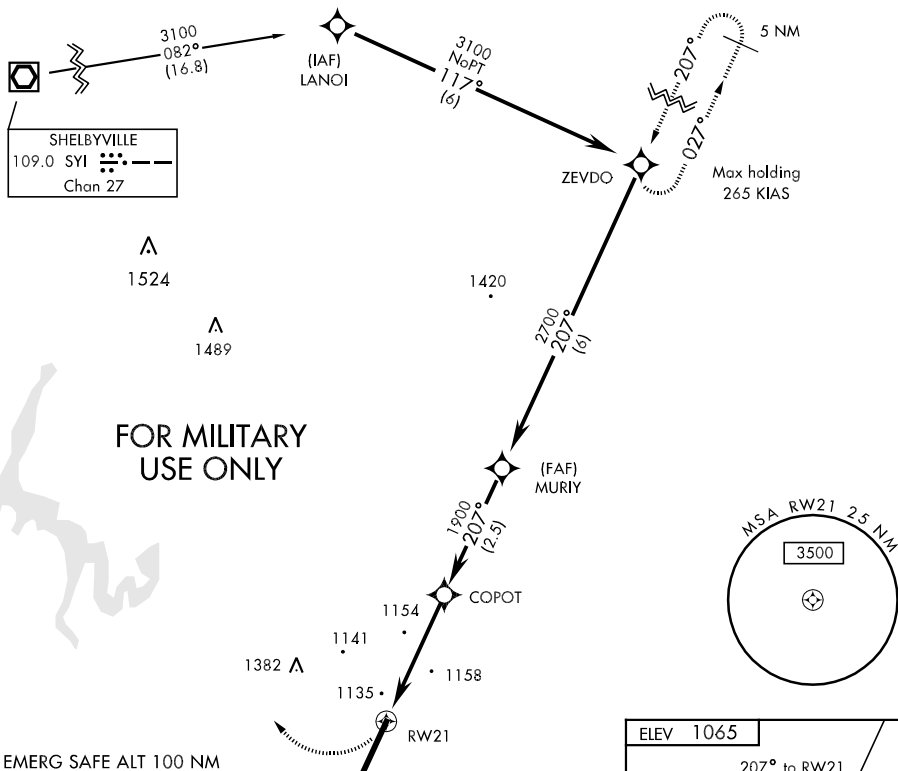
ARNOLD AFB (AYX)

\* Circling not authorized W of Rwy 3-21.  
 DME/DME RNP-0.3 NA

MISSED APPROACH: Turn right climbing to  
 3100 direct ZEVD0 and hold.

MEMPHIS CENTER  
**126.75 353.5**

ATIS/UNICOM ★  
**126.2 257.975**



CATEGORY	A	B	C	D
RNAV MDA	1500-1	435 (500-1)	1500-1½ 435 (500-1½)	1500-1½ 435 (500-1½)
CIRCLING *	1500-1	435 (500-1)	1520-1½ 455 (500-1½)	1740-2½ 675 (700-2½)

VOR UXM  
**109.65**APCH CRS  
**088°**Rwy Idg **6000**  
TDZE **1065**  
Arpt Elev **1065**

AL-5731 [USAF]

ARNOLD AFB (AYX)

MISSED APPROACH: Climb to 2100. Then turn left direct UXM VOR and hold. Maintain 3400.

MEMPHIS CENTER  
**126.75 353.5**ATIS/UNICOM ★  
**126.2 257.975**FOR MILITARY  
USE ONLYSHELBYVILLE  
109.0 SYI ---  
Chan 27Λ  
14213400  
1420  
(14.4)IAF  
TULLAHOMA  
109.65 UXM ---

Λ 1749

Λ 1232

Λ 1381

Λ 1382 1158

Λ 1430

1125

088°  
268°Λ  
1291EMERG SAFE ALT 100 NM  
5600 FROM UXM

ELEV 1065

HIRL Rwy 3-21

12

V

6000 x 150

088° from FAF

V

3

TDZE  
1065One Minute  
Holding Pattern

VOR

3400

← 268°

→ 088°

→ 088°

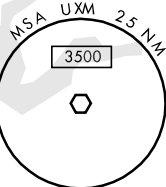
2100



3400



UXM



10 NM

FAF to MAP 7.6 NM


Knots	60	90	120	150	180
Min:Sec	7:36	5:04	3:48	3:02	2:32

CATEGORY	A	B	C	D
CIRCLING	1740-1 675 (700-1)	1740-2 675 (700-2)	1740-2 1/4 675 (700-2 1/4)	


TULLAHOMA, TENNESSEE

35°24'N-86°05'W

ARNOLD AFB (AYX)

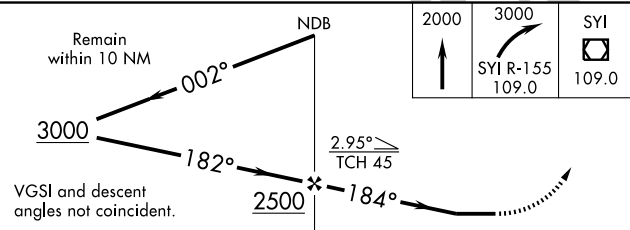
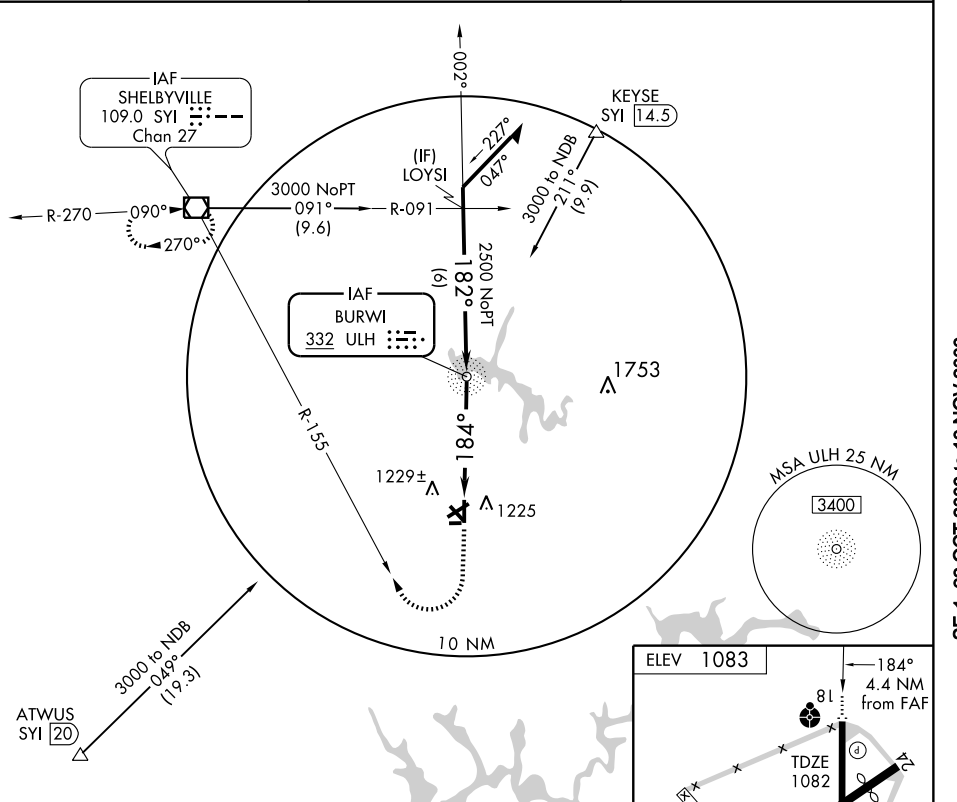
  
NA

If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. Inoperative table does not apply to Cat C.

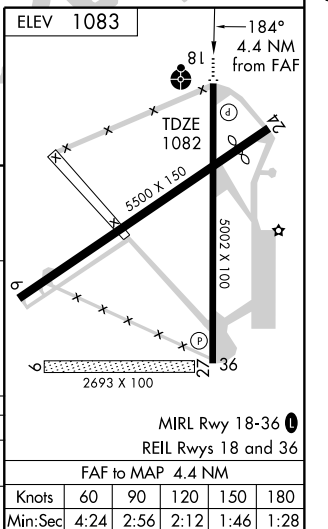
  
ODALS

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via SYI R-155 to SYI VOR/DME and hold.

AWOS-3 128.325	MEMPHIS CENTER 126.75 353.5	UNICOM 123.0 (CTAF) 0
-------------------	--------------------------------	--------------------------



CATEGORY	A	B	C	D
S-18	1540-3/4 458 (500-3/4)		1540-1 1/4 458 (500-1 1/4)	1540-1 1/2 458 (500-1 1/2)
CIRCLING	1540-1 457 (500-1)		1540-1 1/2 457 (500-1 1/2)	1640-2 557 (600-2)



APP CRS

061°

Rwy Idg

5500

TDZE

1082

Apt Elev

1083

RNAV (GPS) RWY 6

TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

▼

NA

DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Circling to Rwy 9-27 NA at night. If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. VDP NA when using Nashville altimeter setting.

MISSED APPROACH: Climb to 3000 direct IDEYA and hold.

AWOS-3

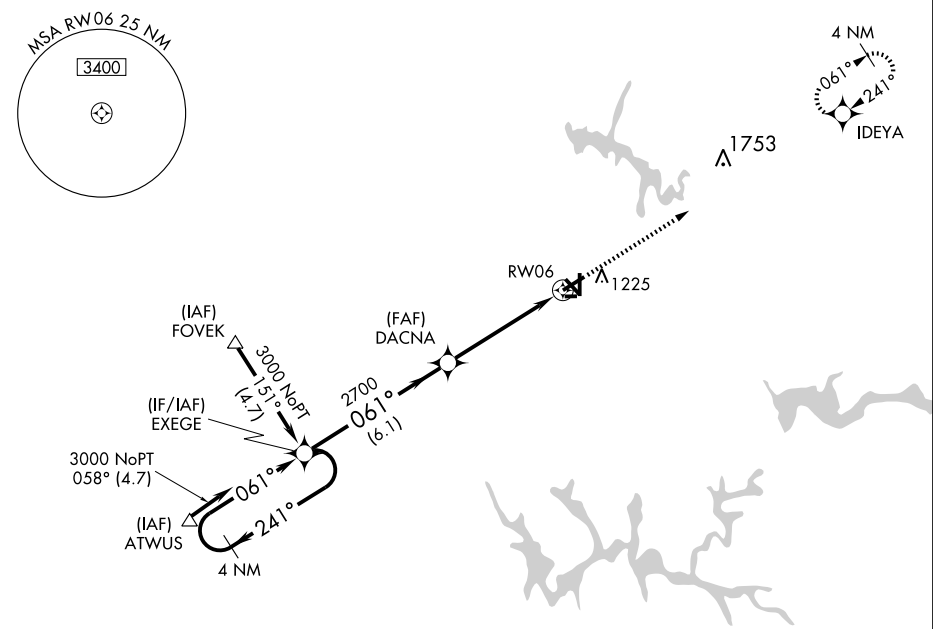
128.325

MEMPHIS CENTER

126.75 353.5

UNICOM

123.0 (CTAF) 0



ELEV 1083

81

5500 X 150

5002 X 100

061° to RW06

TDZE 1082

2693 X 100

36

4 NM Holding Pattern

3000

241°

061°

EXEGE

DACNA

2700

3.00° TCH 45

1.2 NM to RW06

RW06

1.2

CATEGORY	A	B	C	D
LNAV MDA	1500-1	418 (500-1)	1500-1¼	418 (500-1¼)
CIRCLING	1540-1	457 (500-1)	1540-1½ 457 (500-1½)	1640-2 557 (600-2)

MIRL Rwy 18-36 0

REIL Rwys 18 and 36

SE-1, 22 OCT 2009 to 19 NOV 2009



▼

▲

NA

DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Circling to Rwy 9-27 NA at night. If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. VDP NA when using Nashville altimeter setting.

MISSED APPROACH: Climb to 3000 direct EXEGE and hold.

AWOS-3 128.325	MEMPHIS CENTER 126.75 353.5	UNICOM 123.0 (CTAF) 0
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The main approach chart shows the RNAV (GPS) RWY 24 approach. Key features include:

- Initial Approach (IAF) KEYSE:** 3500 NoPT (8.8) NM, 061°/241°.
- Intermediate Approach (IF/IAF) IDEYA:** 4 NM, 061°/241°.
- Final Approach (F) HUSKU:** 1753 A, 2700 A, 241° (6.1) NM.
- Runway (RW) 24:** 1209± A, 1225 A.
- Obstacles:** 2109 A, 3208 NoPT (12.3) NM.
- Navigation Aids:** EXEGE (061°/241°, 4 NM), MSA RW 24 25 NM (3400).
- Other:** SHELBYVILLE SYI (3500, 082°, 14.5) NM.

3000

EXEGE

HUSKU

IDEYA

4 NM Holding Pattern

RW24

1.2 NM to RW24

2700

3.00° TCH 45

6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1500-1	418 (500-1)	1500-1¼	418 (500-1¼)
CIRCLING	1540-1	457 (500-1)	1540-1½ 457 (500-1½)	1640-2 557 (600-2)

ELEV 1083

81

241° to RW24

TDZE 1082

5500 X 150

5002 X 100

2693 X 100

36

MIRL Rwy 18-36 0

REIL Rws 18 and 36

SE-1, 22 OCT 2009 to 19 NOV 2009





SDF THA	APP CRS	Rwy Idg	5002
<u>110.9</u>	<u>183°</u>	TDZE	1082
		Apt Elev	1083

TULLAHOMA RGNL/WM NORTHERN FIELD (THA)

▼

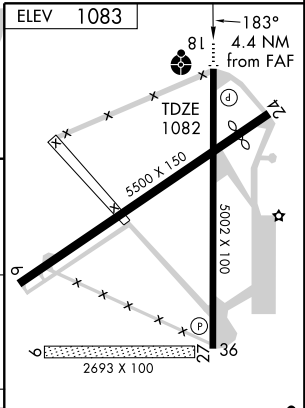
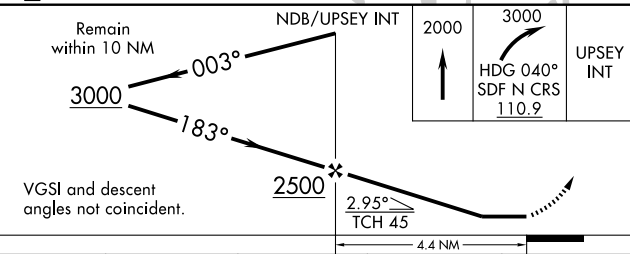
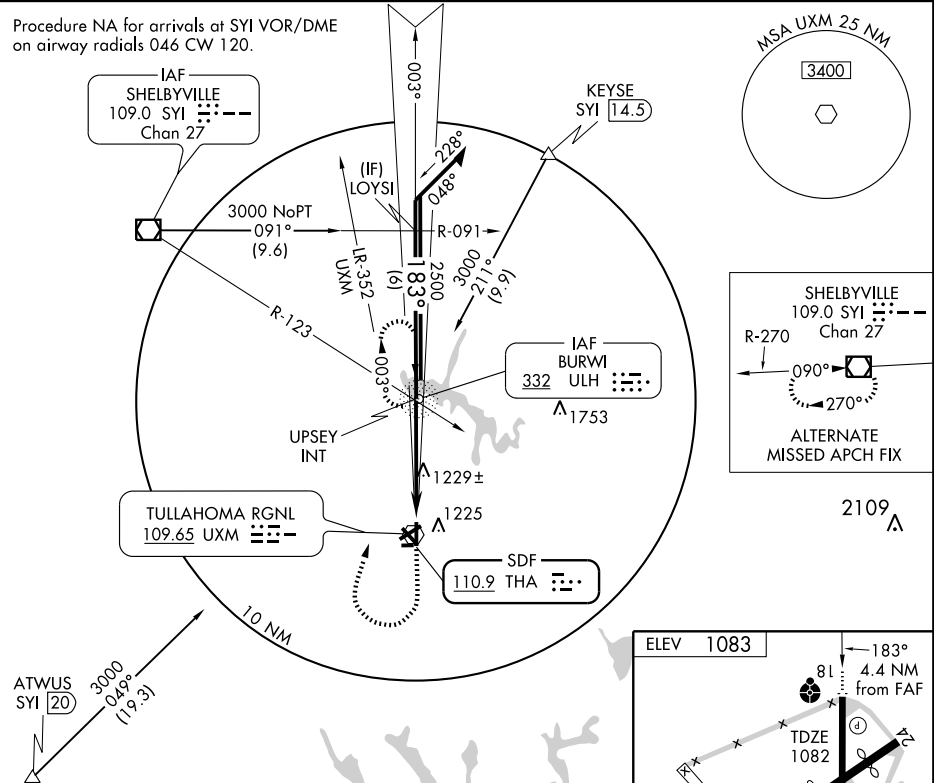
NA

When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 200 feet, increase S-18 Cat C visibility ¾ mile, Cat D ½ mile and Circling Cat C visibility ¼ mile, Cat D ½ mile. Inoperative table does not apply to S-18 Cat C when using Nashville Intl altimeter setting.

ODALS

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via heading 040° and THA SDF N course to UPSEY INT and hold.

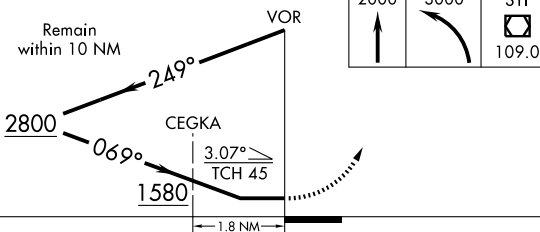
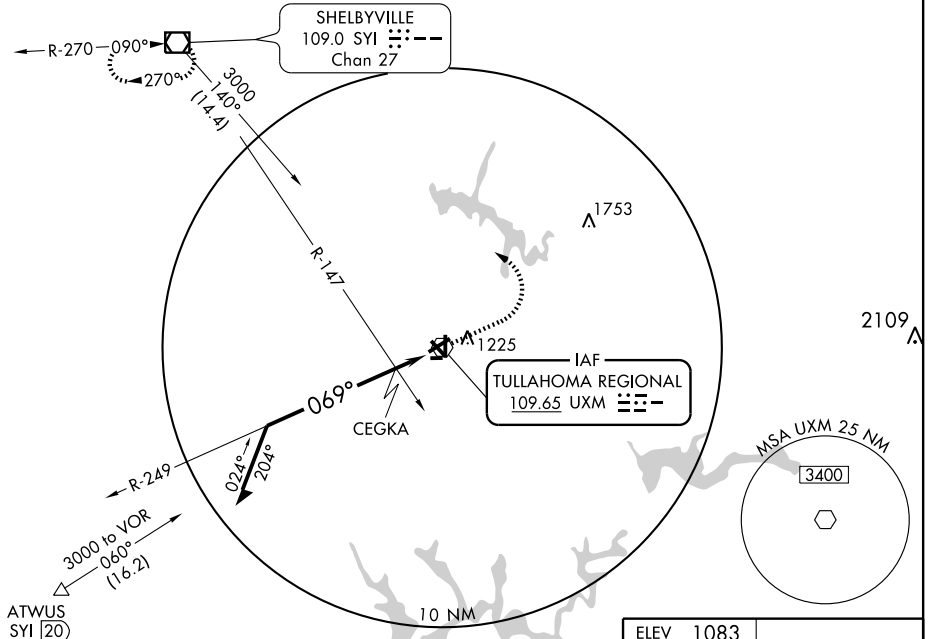
AWOS-3 <b>128.325</b>	MEMPHIS CENTER <b>126.75 353.5</b>	UNICOM <b>123.0 (CTAF) 0</b>
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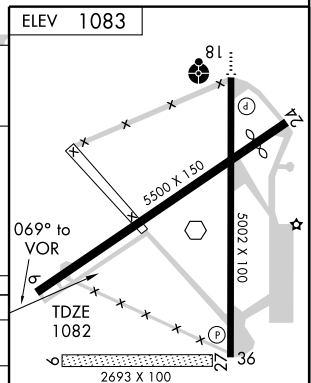
CATEGORY	A	B	C	D	MIRL Rwy 18-36 0					
					REIL Rwy 18 and 36					
S-18	1480-¾ 398 (400-¾)			1480-1¼ 398 (400-1¼)	FAF to MAP 4.4 NM					
CIRCLING	1540-1	457 (500-1)	1540-1½ 457 (500-1½)	1640-2 557 (600-2)	Knots	60	90	120	150	180
					Min:Sec	4:24	2:56	2:12	1:46	1:28

SE-1: 22 OCT 2009 to 19 NOV 2009

**MISSED APPROACH:** Climb to 2000 then climbing left turn to 3000 direct SYI VOR/DME and hold.

UNICOM  
123.0 (CTAF) **L**

CATEGORY	A	B	C	D
S-6	1580-1	498 (500-1)	1580-1¼ 498 (500-1¼)	1580-1½ 498 (500-½)
CIRCLING	1580-1	497 (500-1)	1580-1½ 497 (500-½)	1640-2 557 (600-2)
CEGKA FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-6	1500-1	418 (500-1)	1500-1¼	418 (500-¼)
CIRCLING	1540-1	457 (500-1)	1540-1½ 457 (500-½)	1640-2 557 (600-2)



MIRL Rwy 18-36 **L**  
REIL Rwys 18 and 36

VOR UXM  
**109.65**

APP CRS  
232°

Rwy Idg	<b>4999</b>
TDZE	<b>1082</b>
Apt Elev	<b>1083</b>

VOR RWY 24

TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)



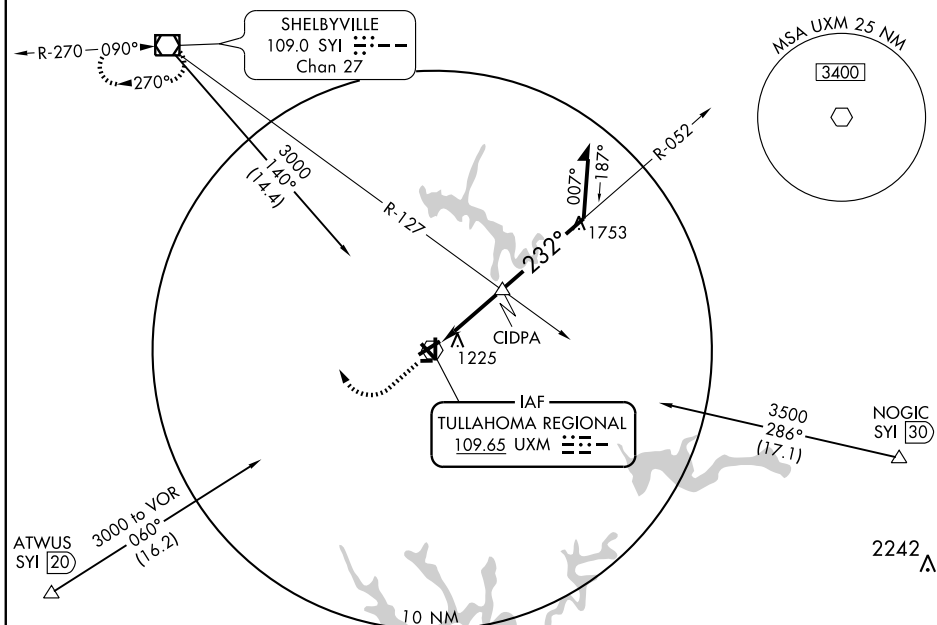
ANA

If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. Straight-in minimums NA at night. Circling to Rwy 9-27 NA at night.

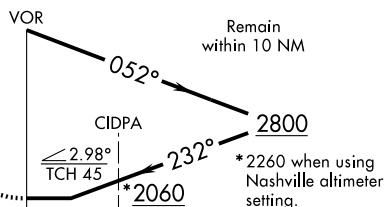
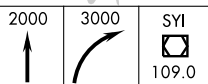
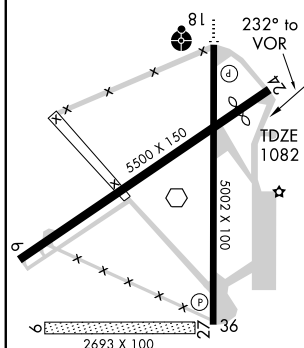
**MISSED APPROACH:** Climb to 2000 then climbing right turn to 3000 direct SYI VOR/DME and hold.

AWOS-3  
128.325

MEMPHIS CENTER  
126.75 353.5

UNICOM  
123.0 (CTAF) **L**

ELEV 1083



CATEGORY	A	B	C	D
S-24	2060-1¼ 978 (1000-1¼)	2060-1½ 978 (1000-1½)	2060-3	978 (1000-3)
CIRCLING	2060-1¼ 977 (1000-1¼)	2060-1½ 977 (1000-1½)	2060-3	977 (1000-3)
CIDPA FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-24	1500-1	418 (500-1)	1500-1¼	418 (500-1¼)
CIRCLING	1540-1	457 (500-1)	1540-1½ 457 (500-1½)	1640-2 557 (600-2)

LOC I-UCY	APP CRS	Rwy Idg	5000
109.7	006°	TDZE	335
		Apt Elev	335

▼

NA

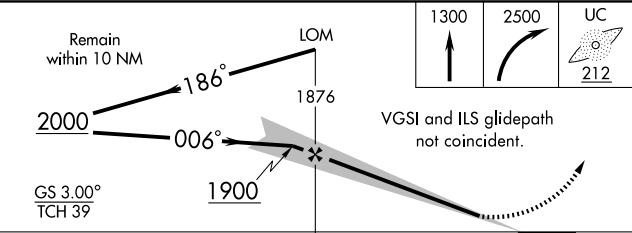
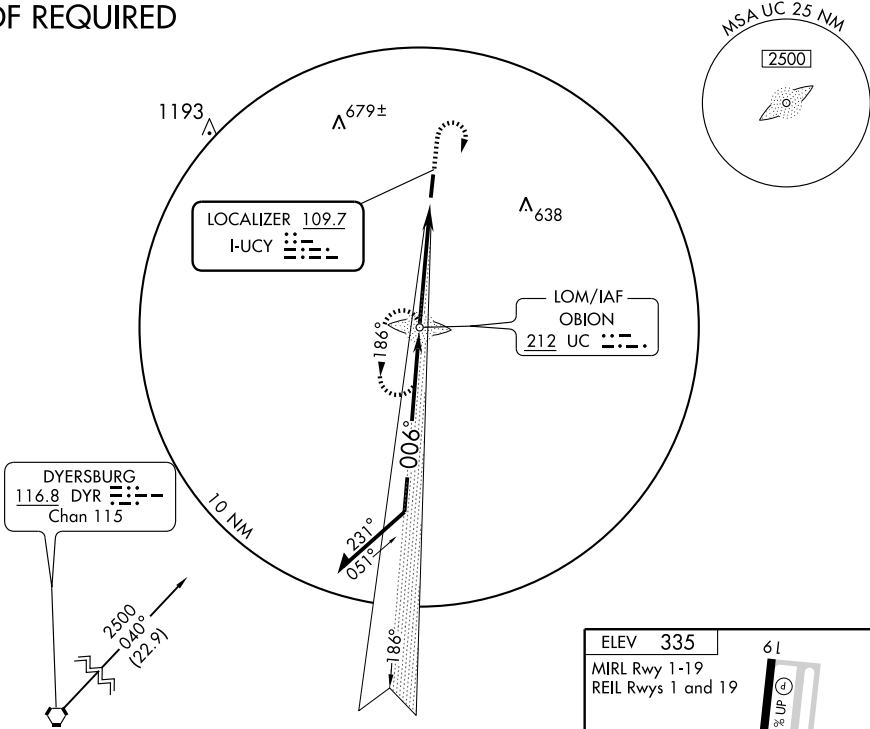
Inoperative table does not apply to S-LOC 1  
Cat. C.

ODALS

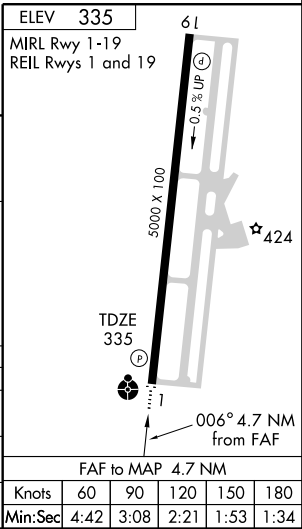
MISSED APPROACH: Climb to 1300 then climbing right turn to 2500 direct OBION LOM and hold.

AWOS-3 135.325	MEMPHIS CENTER 133.65 292.15	UNICOM 122.7 (CTAF)
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ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 1	535-3/4 200 (200-3/4)			
S-LOC 1	760-3/4 425 (500-3/4)	760-1 1/4 425 (500-1 1/4)		
CIRCLING	760-1 425 (500-1)	800-1 465 (500-1)	800-1 1/2 465 (500-1 1/2)	900-2 565 (600-2)



FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

WAAS  
CH **40099**  
**W01A**

APP CRS  
**006°**

Rwy Idg  
TDZE  
Apt Elev  
**5000**  
**335**  
**335**

AWOS-3  
**135.325**

MEMPHIS CENTER  
**133.65 292.15**

UNICOM  
**122.7 (CTAF) 0**

▼

▲

DME/DME RNP-0.3 NA. Inoperative table does not apply to LPV.  
If local altimeter setting not received, use Dyersburg Rgnl altimeter setting and increase all DA/MDAs 80 feet.  
VDP NA with Dyersburg Rgnl altimeter setting.

ODALS

MISSSED APPROACH: Climb to 2900 direct LOYIG and hold.

AWOS-3  
**135.325**

MEMPHIS CENTER  
**133.65 292.15**

UNICOM  
**122.7 (CTAF) 0**

5 NM

186°

006°

LOYIG

CUNNINGHAM CNG

2000 to Giyey 190° (49.6)

Procedure NA for arrivals at CUNNINGHAM VORTAC via V67 and V305 northbound.

1193 ▲

679± ▲

RW01

▲ 638

(FAF) OLELE

1900 006° (6.3)

(IF/IAF) GIYIEY

006° 186°

5 NM

Procedure NA for arrivals at DYERSBURG VORTAC via V140 westbound.

(IAF) DYERSBURG DYR

2000 NoPT 055° (18.2)

MSA RW01 25 NM

2200

5 NM Holding Pattern				
GIYIEY				
2000 ← 186° 006° → 006° 1900				
GS 3.00° TCH 39				
VGS1 and descent angles not coincident.				
6.3 NM 3.7 NM 1.1				
CATEGORY	A	B	C	D
LPV DA	585-3/4 250 (300-3/4)			
LNAV/ VNAV DA	NA			
LNAV MDA	700-3/4 365 (400-3/4)		700-1 1/4 365 (400-1 1/4)	
CIRCLING	760-1 425 (500-1)	800-1 465 (500-1)	800-1 1/2 465 (500-1 1/2)	900-2 565 (600-2)

ELEV 335

REIL Rwy 1 and 19  
MIRL Rwy 1-19

61

5000 X 100

0.5 % UP

424

▲ 449±

TDZE 335

1

006° to RW01

SE-1, 22 OCT 2009 to 19 NOV 2009

APP CRS  
**186°**

Rwy Idg  
**5000**

TDZE  
**320**

Apt Elev  
**335**

**RNAV (GPS) RWY 19**

UNION CITY/EVERETT-STEWART RGNL (UCY)

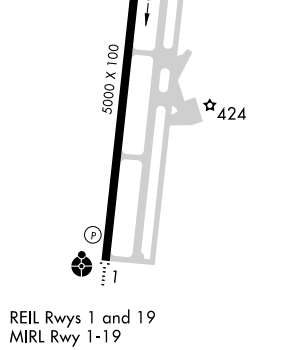
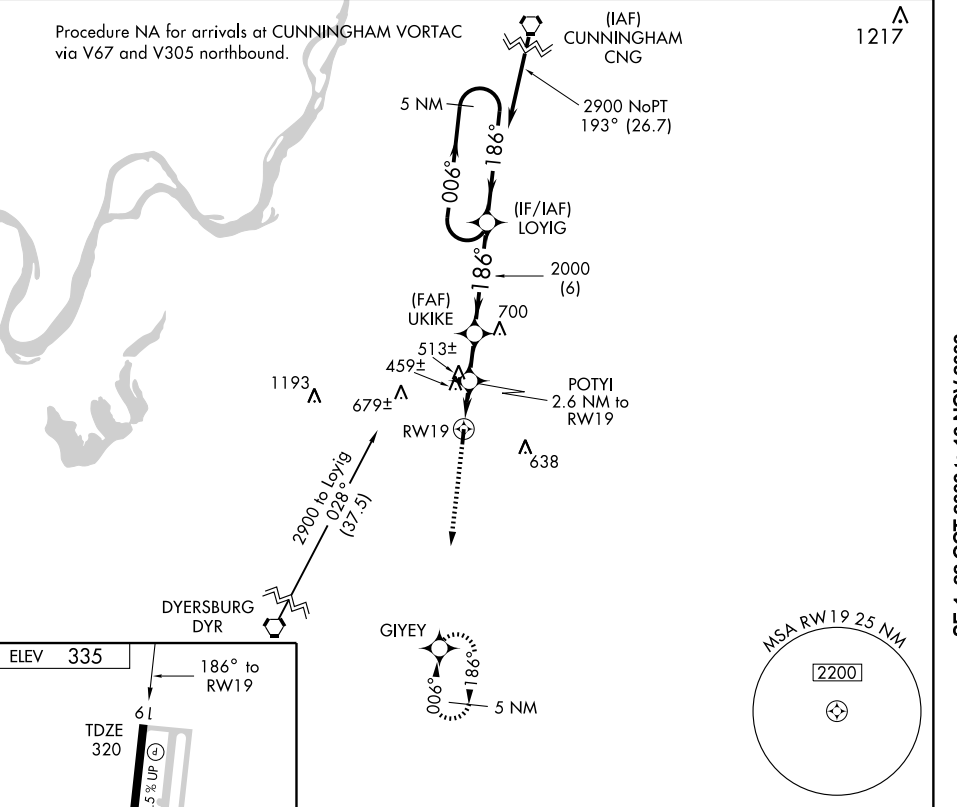
▼

▲

Procedure NA at night. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Dyersburg Rgnl altimeter setting and increase all MDAs 80 feet. VDP NA with Dyersburg Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct GIYEV and hold.

AWOS-3 <b>135.325</b>	MEMPHIS CENTER <b>133.65 292.15</b>	UNICOM <b>122.7 (CTAF) 0</b>
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2000	GIYEV	POTYI 2.6 NM to RW19	UKIKE	LOYIG	5 NM Holding Pattern
		1.2 NM to RW19	≤ 3.02° TCH 40	006° → 2900	← 186°
		RW19	1180	2000	VGSI and descent angles not coincident.
1.2	1.4	2.6 NM	6 NM		
CATEGORY	A	B	C	D	
LNNAV MDA	720-1 400 (400-1)				720-1¼ 400 (400-1¼)
CIRCLING	760-1 425 (500-1)	800-1 465 (500-1)	800-1½ 465 (500-1½)	900-2 565 (600-2)	

REIL Rwy 1 and 19  
MIRL Rwy 1-19

VOR/DME-A

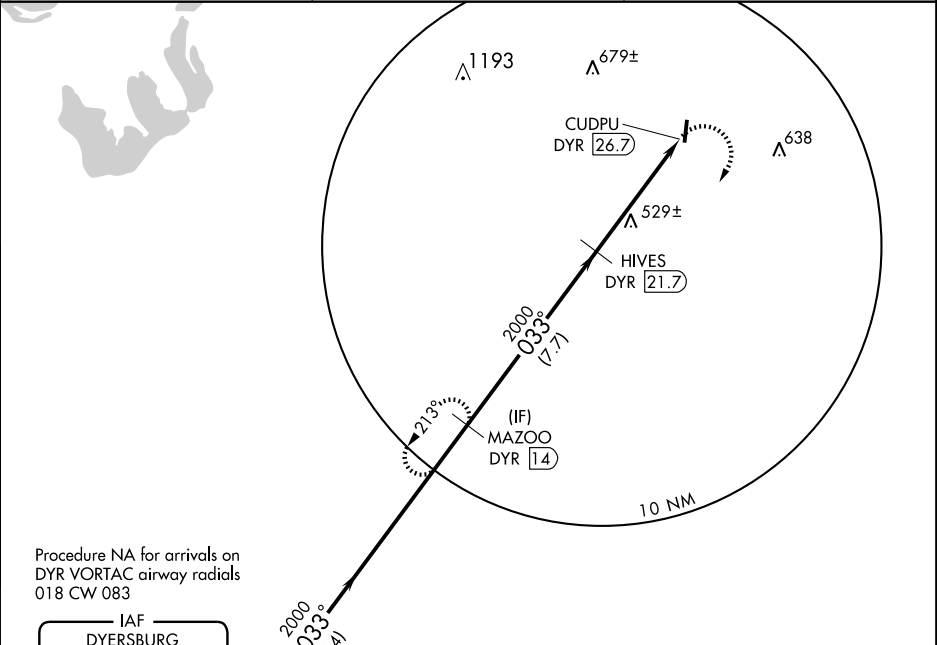
VORTAC DYR	APP CRS	Rwy Idg	N/A
116.8	033°	TDZE	N/A
Chan 115		Apt Elev	335

UNION CITY/EVERETT-STEWART RGNL (UCY)

When local altimeter setting not received, use Dyersburg Rgnl altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 2500 via DYR VORTAC R-033 to MAZOO/14 DME and hold.

AWOS-3 135.325	MEMPHIS CENTER 133.65 292.15	UNICOM 122.7 (CTAF)
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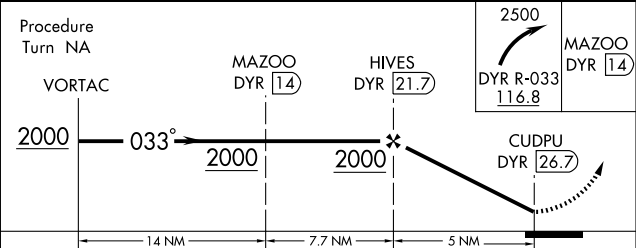
Procedure NA for arrivals on DYR VORTAC airway radials 018 CW 083

IAF  
DYERSBURG  
116.8 DYR  
Chan 115

MSA DYR 28 NM  
2500

ELEV 335  
REIL Rwys 1 and 19  
MIRL Rwy 1-19

61  
5000 X 100  
0.5% Up  
424



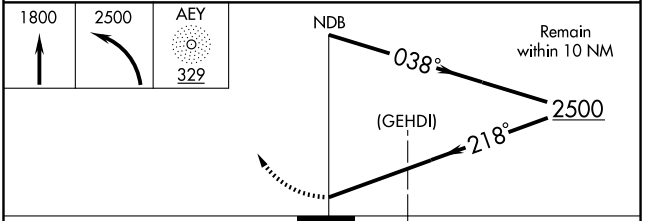
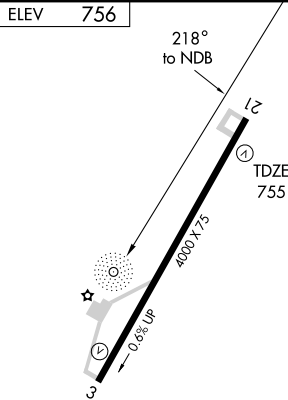
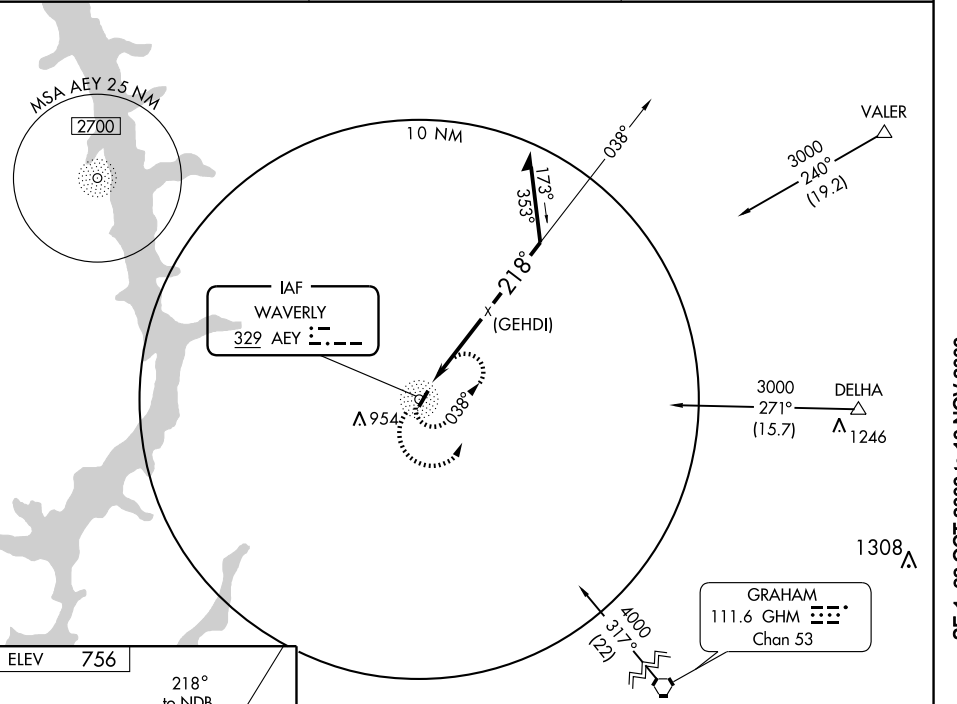
CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	780-1 445 (500-1)	800-1¼ 465 (500-1¼)	800-1½ 465 (500-1½)	900-2 565 (600-2)	Min:Sec					



Obtain local altimeter on CTAF, when not received, use Nashville altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2500 direct AEY NDB and hold.

MEMPHIS CENTER 125.85 381.4	GCO 135.075	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-21	1320-1	565 (600-1)	1320-1½ 565 (600-1½)	1320-1¾ 565 (600-1¾)
CIRCLING	1320-1	564 (600-1)	1320-1½ 564 (600-1½)	1320-2 564 (600-2)
NASHVILLE ALTIMETER SETTING MINIMUMS				
S-21	1500-1 745 (800-1)	1500-1¼ 745 (800-1¼)	1500-2¼ 745 (800-2¼)	1500-2½ 745 (800-2½)
CIRCLING	1500-1 744 (800-1)	1500-1¼ 744 (800-1¼)	1500-2¼ 744 (800-2¼)	1500-2½ 744 (800-2½)

MIRL Rwy 3-21	Knots	60	90	120	150	180
Min:Sec						

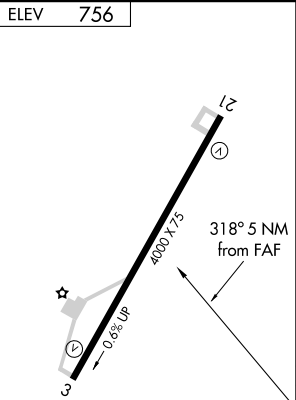
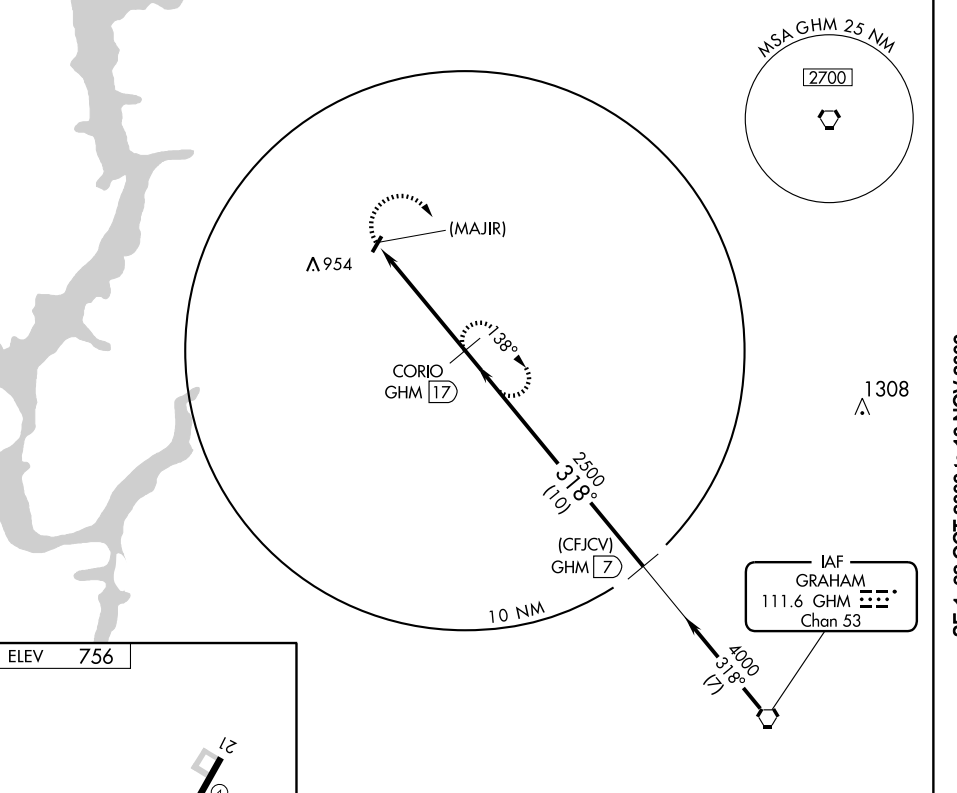
▼

NA

Obtain local altimeter on CTAF, if not received, use Nashville altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 via GHM R-318 to CORIO 17 DME and hold.

MEMPHIS CENTER 125.85 381.4	GCO 135.075	UNICOM 122.8 (CTAF)
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MIRL Rwy 3-21							CIRCLING	1220-1 464 (500-1)	1220-1¼ 464 (500-1¼)	1220-1½ 464 (500-1½)	1320-2 564 (600-2)
							NASHVILLE ALTIMETER SETTING MINIMUMS				
Knots	60	90	120	150	180		CIRCLING	1460-1 704 (800-1)	1460-1¼ 704 (800-1¼)	1460-2 704 (800-2)	1460-2¼ 704 (800-2¼)
Min:Sec											

SE-1, 22 OCT 2009 to 19 NOV 2009

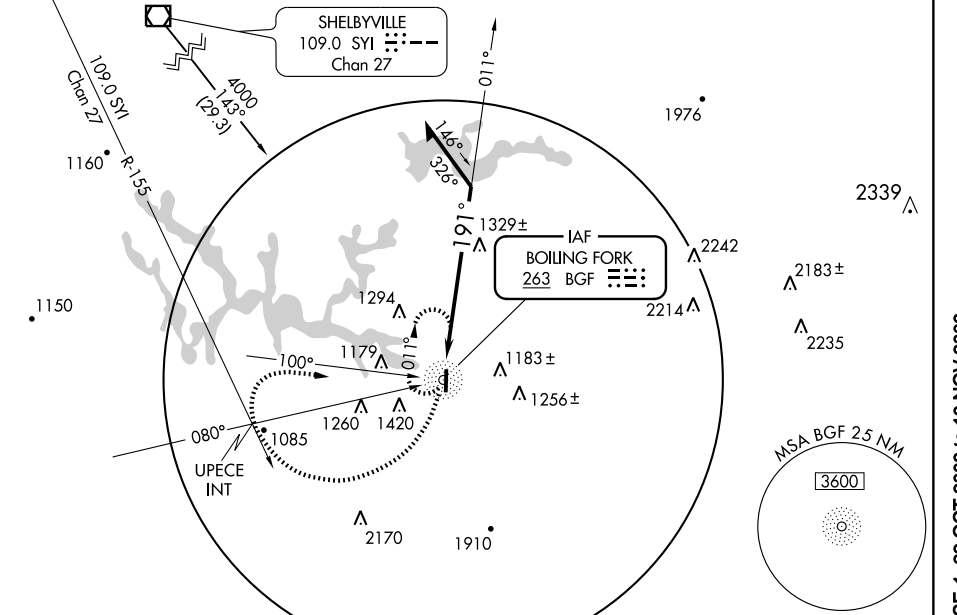
▼

NA

When local altimeter setting not received, use Chattanooga altimeter setting and increase all MDA 160 feet. Visibility reduction by helicopters NA. Increase S-18 and circling visibility ½ mile Cat. B, ½ mile Cat. C and D.

MISSED APPROACH: Climbing right turn to 3500 via 260° bearing from BGF NDB to UPECE INT then right turn via 100° course to BGF NDB and hold.

AWOS-3 121.675	MEMPHIS CENTER 126.75 353.5	UNICOM 122.8 (CTAF)
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3500

BGF

UPECE INT

BGF

260° BRG

263

CRS 100°

263

NDB

Remain within 10 NM

011°

191°

3000

CATEGORY	A	B	C	D
S-18	1680-1	709 (800-1)	1680-2 709 (800-2)	1680-2¼ 709 (800-2¼)
CIRCLING	1680-1	701 (800-1)	1680-2 701 (800-2)	1780-2½ 801 (900-2½)

ELEV 979

TDZE 971

191° to NDB

81

5002 X 75

36

MIRL Rwy 18-36

REIL Rwy 18 and 36

Knots	60	90	120	150	180
Min:Sec					

SE-1: 22 OCT 2009 to 19 NOV 2009

WAAS CH <b>99707</b> <b>W36A</b>	APP CRS <b>005°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>979</b> <b>979</b>
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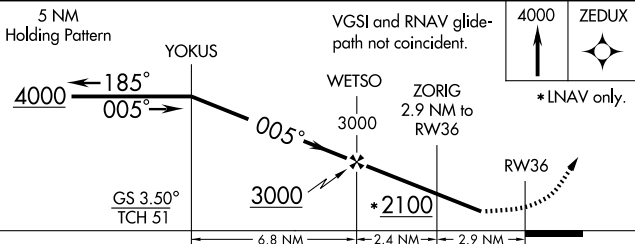
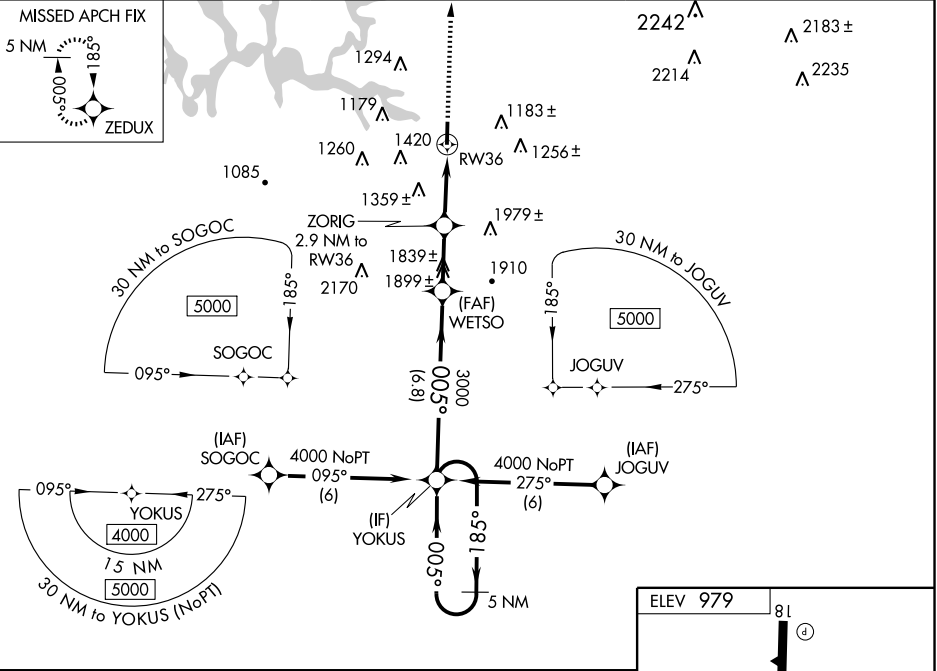
RNAV (GPS) RWY 36  
WINCHESTER MUNI (BGF<sup>®</sup>)

**▼**  
**▲** NA

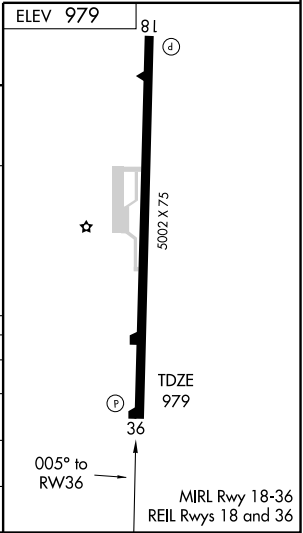
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 46° C (114° F). Baro-VNAV and LNAV NA when using Chattanooga altimeter setting. When local altimeter setting not received, use Chattanooga altimeter setting and increase LPV DA to 1503, LNAV/VNAV DA to 1530 and all MDA 160 feet. Increase LPV and LNAV/VNAV visibility ½ mile all Cats. Increase circling visibility ½ mile Cat. C. GPS or RNP-0.3 required.

MISSED APPROACH:  
Climb to 4000 direct  
ZEDUX and hold.

AWOS-3 <b>121.675</b>	MEMPHIS CENTER <b>126.75 353.5</b>	UNICOM <b>122.8</b> (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1340-1	361 (400-1)		NA
LNAV/VNAV DA	1367-1 ¼	388 (400-1 ¼)		NA
LNAV MDA	1540-1	561 (600-1)	1540-1 ½ 561 (600-1 ½)	NA
CIRCLING	1540-1	561 (600-1)	1540-1 ½ 561 (600-1 ½)	NA



SE-1: 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5002
185°	TDZE	971
	Apt Elev	979

## RNAV (GPS) Y RWY 18

WINCHESTER MUNI (BGF)



DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chattanooga altimeter setting and increase all MDA 160 feet, increase LNAV and circling Cat. C and Cat. D visibility  $\frac{1}{2}$  mile.

**MISSED APPROACH:** Climbing right turn to 4000 direct ZEDUX and hold.

AWOS-3  
**121.675**

MEMPHIS CENTER  
126.75 353.5

UNICOM  
122.8 (CTAF)

